



Comhairle Ceantair
**an Iúir, Mhúrn
agus an Dúin**
**Newry, Mourne
and Down**
District Council

Newry, Mourne and Down Active Travel Masterplan

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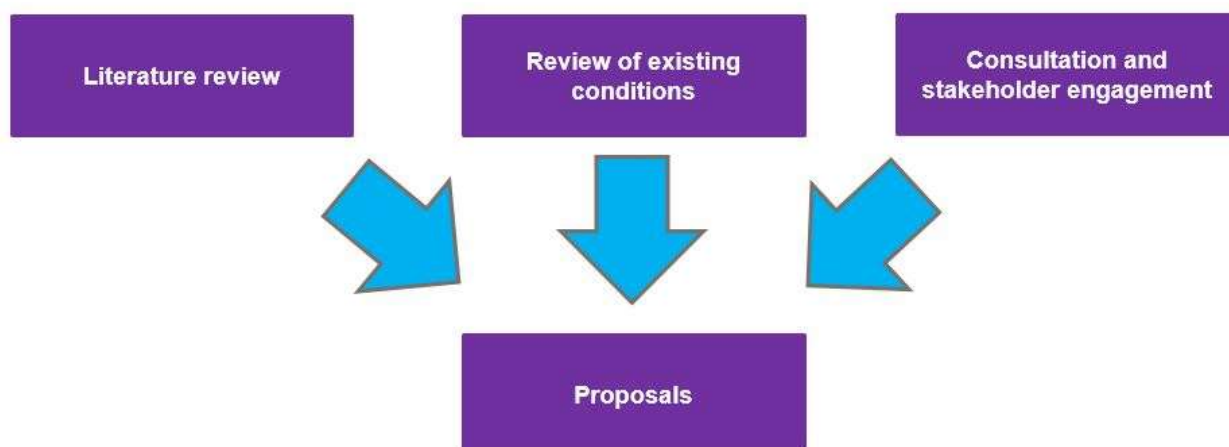
1. The Masterplan

In January 2021, Newry, Mourne and Down District Council commissioned Sustrans to produce an Active Travel Masterplan for the district. This brief was to set out a 10-year vision for Newry, Mourne and Down as a district where cycling and walking are viable and attractive travel choices.

This document will provide guidance on the development of cycling and walking infrastructure and complimentary measures over the next 10 years. It sets out a suite of recommendations that will drastically and radically improve conditions not only for people choosing to cycle and walk in the district, but also all residents who suffer from the negative effects of too much motor vehicle traffic. This masterplan should be used to direct investment into future active travel projects that will meaningfully benefit the residents of Newry, Mourne and Down.

The Masterplan Process

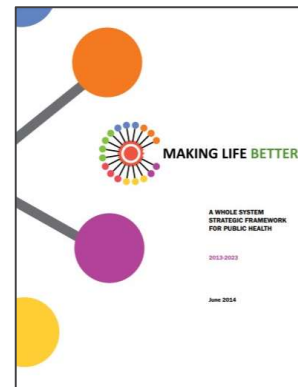
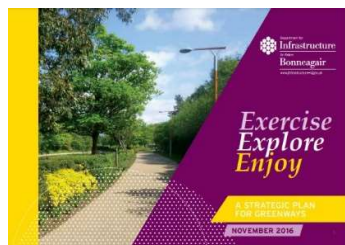
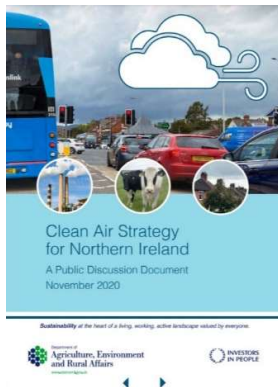
The masterplan was drafted over a four month period between January 2021 and April 2021. Preparatory work consisted of (1) a literature review (2) a desktop study of existing conditions and (3) a process of consultation and stakeholder engagement. This took place between January and March 2021. This work, along with an understanding of established best practice in active travel projects, shaped the recommendations in this document.



Literature Review

As part of the masterplan process, we carried out a comprehensive literature review. This focused on policy documents covering active travel, transport and development, but also included documents concerning planning, tourism, health and inequality. Some of the documents we have reviewed include:

Changing Gear - A Bicycle Strategy for Northern Ireland (2015)
Clean Air Strategy for Northern Ireland, A Public Discussion Document November (2020)
Strategic Plan for Greenways (2016)
The Regional Development Strategy 2035 (2012)
The Regional Transportation Strategy (RTS) 2002-2012 (2002)
Regional Strategic Transport Network Transport Plan 2015 (2005)
Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation (2012)
Sub Regional Transport Plan 2015 (2007)
Accessible Transport Strategy 2025 (2015)
Planning Policy Statement 3: Access, Movement and Parking (2005)
Planning Policy Statement 13: Transportation and Land Use (2005)
Newry, Mourne and Down Local Development Plan 2031: Preferred Options Paper (2018)
Living Places - An Urban Stewardship and Design Guide for Northern Ireland (2019)
Decarbonising Transport in Northern Ireland (2020)
Newry, Mourne and Down District Council Tourism Strategy 2017-2021
NMDDC Sports Facility Strategy (2017)
NMDDC Access to the Countryside Policy and Procedures (2018)
Newry, Mourne and Down District Council Draft Community Plan (2016)
Making Life Better- A whole system strategic framework for public health (2014)
Northern Ireland Multiple Deprivation Measure (NIMDM) 2017)
Newry City Centre Masterplan (2011)
South East Coast Masterplan (2013)
Downpatrick Town Centre Masterplan (2010)
Ballynahinch Town Centre Masterplan (2014)
Crotlieve DEA Community Trail Plan (2021)
Downpatrick DEA Community Trail Plan (2021)
Newry DEA Community Trail Plan (2021)
Rowallane DEA Community Trail Plan (2021)
Slieve Croob DEA Community Trail Plan (2021)
Slieve Gullion DEA Community Trail Plain (2021)
The Mournes DEA Community Trail Plan(2021)



Review of Existing Conditions

The masterplan was drafted during a Covid-19 lockdown. This meant that site visits were not possible. Instead an extensive desk study was carried out. Existing conditions were reviewed using Google street view, satellite images and maps. Local knowledge was also drawn on where possible. Although online resources are extensive, being unable to conduct site visits is a notable limitation to our process. Assessing the feasibility of proposals could have been done with much more accuracy while on site.

Engagement and Consultation Process

Sustrans carried out a 6-week process of engagement and consultation with local stakeholders and the general public.

Stakeholder Engagement

In February and March 2021, we convened 4 online stakeholder workshops with key stakeholders. The workshops made the case for active travel, investigated barriers to cycling and walking in the district, established best practice for enabling cycling and walking, and sought views on what interventions stakeholders would like to see in the district. We also met with several stakeholders on a one to one basis. Stakeholders engaged during this process included:

- NMDDC councillors
- NMDDC staff
- Department for Infrastructure
- Department for Communities
- Translink
- Outdoor Recreation Northern Ireland
- Public Health Agency Northern Ireland
- Sustrans Volunteers



Department for
Communities
www.communities-ni.gov.uk



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**Public Health
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Online Public Survey

Between 15 February and 15 March 2021, we invited Newry, Mourne and Down residents to feedback on their travel habits, what barriers they saw to active travel and what they active travel projects they would like to see in the district. This survey was held and promoted exclusively online. We received 987 valid responses to an online survey, with responses from every postcode in the district.

Summary of survey findings

The survey found that the car was the most commonly used mode of transport for journeys over 2 miles (91% of respondents) but that for journeys under 2 miles walking was slightly more popular than taking the car (50% of respondents walk and 44% drive for journeys under 2 miles).

There was a strong desire among the respondents to travel actively more often, with 90% of respondents agreeing, 'I would like to be able to use active travel more often in my area'. However, a lack of active travel infrastructure and perceptions of poor road safety hold people back with 90% agreeing, 'It is not safe for children under 12 to cycle around in the area'.

Overall, the majority of respondents were supportive of measures that make it easier to walk, cycle and wheel. Over 90% of respondents agreed with interventions to improve safety for walking, wheeling and short cycle trips, creating traffic-free cycle routes across the council area, and increasing the amount of safe walking and cycling routes to school.

The intervention with the highest rate of disagreement was, 'More car free areas in towns and villages', but with only 10% in disagreement the majority of respondents were in favour of this intervention also.

The car is the most popular travel mode for the school run (50%), followed by bus (35%) amongst respondents with children travelling to school (47% of the overall survey respondents). However, there was strong support for safer walking and cycling routes to school, with 90% and 89% respectively of respondents with school going children, agreeing these interventions would make it easier for their children to travel actively to school.

Open-text comments provided further insight into respondent's thoughts on active travel, with road safety a key concern of respondents. Respondents felt that the speed and volume of vehicles makes it unsafe for them to walk, cycle or wheel, especially in rural areas. Popular suggestions for improvements focused on building more linked up and accessible walking and cycling paths, traffic calming measures, and road maintenance. A detailed summary and analysis of survey feedback can be found in Appendix 2.



90% of respondents would like to use active travel more often in their area



86% of respondents think that people drive too fast in the area, and 70% think there are too many cars cutting through back roads/streets



81% of respondents think more workplaces should promote active travel to work schemes



Only 24% of respondents feel their area is accessible for all people

Scope: Tourism and Leisure

Tourism and Leisure is a clearly a hugely important sector in Newry, Mourne and Down. Throughout the masterplan process we have been directed towards resources concerning walking and cycling for tourism and leisure purposes. Although there is often a significant overlap, we have chosen to exclude proposals that would exclusively cater for leisure cycling or walking as this is not specifically active travel.

Cycling and walking for its own ends, while having public health and economic benefits, does not confer the same benefits around air quality and carbon emissions that cycling and walking for utility does. Whereas leisure trips often involve a car ride to get to and from a destination, a trip to the local supermarket by bike often replace one by car for example.

For this purposes of this masterplan, many proposals such as greenway routes would benefit both utility and leisure users, and so have been included. In practice, this means that only opportunities around off-road cycling (mountain biking) or outdoor hiking have been excluded.

2. Context

2.1 The case for cycling and walking in Newry, Mourne and Down

Active travel is rare in Newry, Mourne and Down, only 10% of all journeys are walked, and even less, (1%) are cycled. By contrast, 71% of all journeys made are by car ¹. Despite being a largely rural area, the potential for an increase in cycling and walking across the district is huge. The average journey length in the district is 6.5 miles: a cycleable distance. Many journeys, particularly those within Newry and the other towns in the district, will be much smaller and potentially doable on foot or by bike.

Active Travel and Modal Shift

When we highlight the benefits of active travel, we should also highlight the negative consequences of travel by car or other motor vehicles. Although cycling and walking in their own right have value, the benefits of active travel are only fully realised when a modal shift away from these vehicles towards more sustainable modes of transport is achieved. Motor vehicles emit carbon, motor vehicles pollute the air, motor vehicles cause fatal road collisions, the convenience of motor vehicles leads to sedentary lifestyles and motor vehicle infrastructure is responsible for severance and poor public realm. So in making the case for active travel, we are also making the case for making fewer trips by car.

¹ Transport in NI 2017-2019



Cycle track in Newcastle Upon Tyne

Public Health

Health is fundamental to wellbeing: If people are not healthy, it is harder for them to participate fully in society, it is harder for them to work and care for their loved ones, and it is harder for people to be happy. It also makes it harder for people to remain independent as they grow old.

Northern Ireland suffers from poor public health according to a range of metrics. Around one in every four adults and around one in every five children aged 2 to 15 years is obese². Cases of diabetes have risen by 71% since 2004-2005 in Northern Ireland, with 6% of the population diagnosed as diabetic. Around 19% of all premature deaths in Northern Ireland – 1,100 a year – are caused by cardio-vascular disease³, and mental ill-health is at catastrophic levels⁴.

The common factor linking the illnesses above is inactivity, considered a leading cause of obesity, diabetes, heart disease, colon cancer, high blood pressure, osteoporosis, lipid disorders, depression and anxiety. In Northern Ireland almost half (46%) of the adult

² NI Direct, 2018

³ BHF, 2018

⁴ Mental Health Foundation, 2016

population – that's around 650,000 people – are physically inactive⁵, so it's unsurprising that rates of these diseases are so high.

Physical activity has been called the 'miracle pill' with a more active lifestyle having an almost miraculous effect in alleviating many of these conditions. For many of the common causes of ill-health that we see in Northern Ireland, people who undertake moderate physical activity have 35% lower risk of heart disease and stroke, and between 50% and 20% lower risk of different forms of cancer. The risk of developing depression, dementia, stress, and anxiety is reduced by 30%. The risk of osteoarthritis is reduced by 83% and falls by 30% because physical activity improves mobility and balance. Additionally, confidence, self-efficacy, transferable skills and employment opportunities are enhanced among people who are physically active⁶.

Enabling journeys that are active - whether walked or cycled – is an important and accessible way to see physical activity levels increase and health outcomes improve across Newry, Mourne and Down. Everyday journeys to school and to work, which are part of an embedded daily routine are where there is greatest potential to nudge those with sedentary lifestyles towards more active ones.

Air Quality and Climate Change

Poor air quality is the largest environmental risk to public health in the UK⁷ and is associated with around 800 deaths in Northern Ireland annually⁸. Some areas of Northern Ireland have the worst air quality of anywhere in the UK, and while in much of Newry, Mourne and Down air quality is not as much of a problem as Derry or Belfast, two of the nineteen Air Quality Management Areas in Northern Ireland are in Newry: Newry Canal Street and Newry Urban Centre.

Road transport is a substantial contributor towards poor air quality, and is associated particularly with nitrous oxides from exhaust fumes (NOx - especially nitrogen dioxide NO₂), and particulate matter from vehicle wear (including PM₁₀ and PM₅). Road transport has been specifically identified as the main reason for poor air quality within the Newry Air Quality Management Areas.

⁵ British Heart Foundation Physical Activity Report 2017

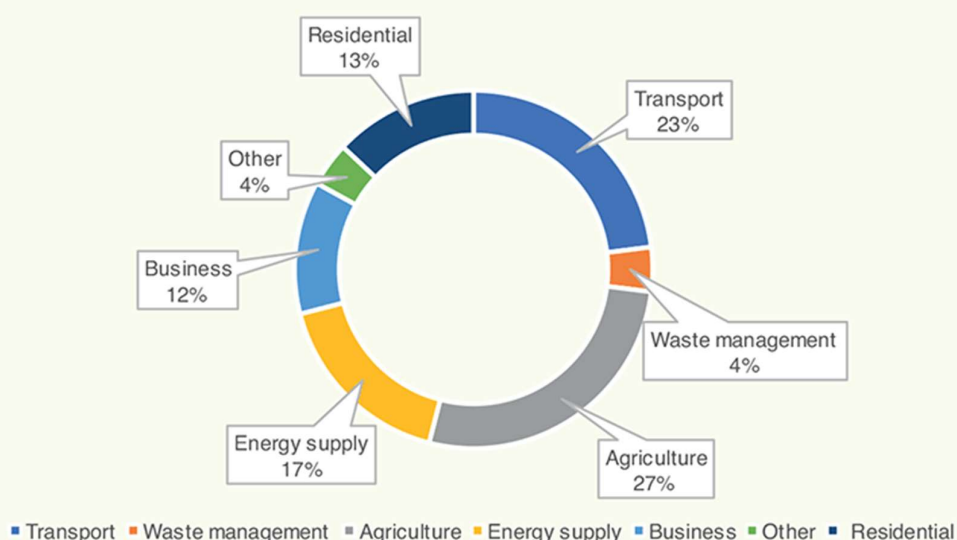
⁶ The Miracle Pill, *Walker.P* 2021

⁷ NI Assembly, 2020

⁸ British Heart Foundation, 2018

Road traffic also makes a substantial contribution to carbon emissions. Northern Ireland has been advised to cut its carbon emissions by at least 82% by 2050 to help the UK achieve its net zero ambition⁹. Agriculture is the largest contributor by sector, but with limited scope to reduce emissions from farming, reducing transport emissions is crucial for Northern Ireland to achieve this target. Within the transportation sector, road transport is by and away the largest contributor of carbon emissions.

Figure 1: Northern Ireland greenhouse gas inventory 1990-2017



Source: Northern Ireland Greenhouse gas inventory 1990-2017

Enabling active travel will help decrease the number of car journeys made by car and the associated emissions. This will help to improve air quality in local areas (within AQMAs but also outside schools, in town centres and along village high streets) and to achieve Northern Ireland's carbon emission reduction targets.

Road Safety

Road accidents are the leading cause of accidental death in both Northern Ireland and Newry, Mourne and Down. In 2020, 778 people were seriously injured and 8343 people slightly injured on Northern Irish roads; 56 people were killed¹⁰.

⁹ Climate Change Committee, 2020.

¹⁰ PSNI, 2021

Most highway infrastructure, and guidance on how to build and plan it, prioritises the smooth uninterrupted flow of motor traffic. Measures such as pedestrian crossings, appropriate footways and cycle infrastructure are usually omitted from highway design because they slow down traffic flow. Unsurprisingly, because of this, Northern Ireland's road network is a hostile place for pedestrians and cyclists. Historic attempts to protect vulnerable road users on the highway such as installation of guardrail and barriers have often only served to make it harder to navigate walking and cycling journeys, which become much less direct and less convenient. While some research suggests these measures actually make roads more dangerous for vulnerable road users.¹¹ The result is that many more people choose to travel by car because it is the easier, quicker and more obvious choice.

Active travel infrastructure not only leads to more people cycling and walking, and less traffic on our roads, it also means roads are designed so they are safer overall. Traffic calming measures such as reduced speed, narrower lanes, improved visibility, or tightened and more controlled junctions create an environment where vehicle speed is slower, visibility better and erratic driver behaviour more controlled. Implementing these would not only lead to an increase in active travel, but also improved road safety for all road users.

Economic benefits

A commonly held belief is that improving high streets and other commercial spaces for walking and cycling will negatively affect businesses, particularly if those urban realm improvements involve a reduction in parking or road space. Indeed, studies have shown business owners commonly overestimate the proportion of customers who travel by car and underestimate the proportion who cycle.

¹¹ TfL/ Street Behaviour 2017



Street market in London

In reality providing active travel infrastructure and improving the urban realm have a range of economic benefits¹². Studies in London have demonstrated that people who walk and cycle take more trips to the high street over the course of a month¹³ and over that month, people who walk spend up to 40% more than people who drive¹⁴. The retail spend associated with cycle parking is five times greater per square metre than the same area of car parking¹⁵. In areas where cycle lanes are found, retail spending has been observed to increase more 30%¹⁶. A range of similar studies from cities and towns throughout the world have observed similar benefits.

Community Cohesion

Streets and communities with higher levels of traffic, and the road danger, noise and pollution that that entails, are less likely to be cohesive, friendly and welcoming environments. Applyard's Liveable Streets study in San Francisco¹⁷ (since repeated in other parts of the world) has shown that streets with lower volumes of traffic are streets that exhibit more social

¹² Living Streets, 2018

¹³ TfL, 2014

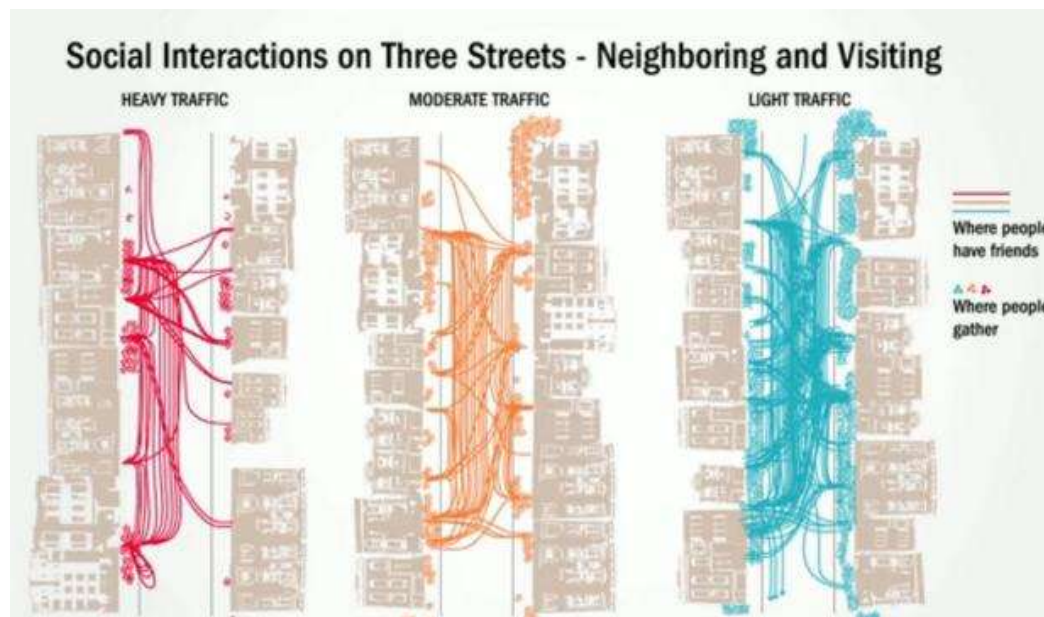
¹⁴ TfL, 2013.

¹⁵ Race and Saffrey, 2016

¹⁶ Lawler, 2013

¹⁷ Appleyard, 1981

behaviour; where people have more positive community connections and more friends. This study has since been repeated in various locations and similar effects observed. Traffic creates a hostile environment on streets so it becomes difficult for people to move about freely, and unpleasant to spend time. Subsequently opportunities for social interactions are diminished. Providing better environments for walking and cycling and reducing traffic has the effect of creating better spaces for people to interact with others, for children to play and for community connections to be formed.



Congestion and Public Space

Congestion is seen as a huge issue in Newry, Mourne and Down, particularly within Newry itself, and within towns such as Newcastle and Warrenpoint. To alleviate this, several relief roads and bypasses are proposed in the district costing several hundred million pounds, including the Newry Southern Relief Road and Ballynahinch Bypass.

Induced demand – a well demonstrated concept in transport planning – suggests that counter intuitively building new roads, widening roads, and smoothing traffic flow is only likely to make congestion worse in the long term¹⁸. Building in extra capacity to a highway network encourages people to drive further and more often, and precipitates an increased dependency on motor vehicles.

¹⁸ Durant and Turner, 2019

By contrast, reducing road space for motor vehicles and providing infrastructure for active travel has been shown to alleviate congestion. This concept known as traffic evaporation¹⁹ occurs because drivers change their behaviour when road conditions change. If road space (and parking spaces) are reduced, drivers choose to walk and cycle more, or perhaps make a driven trip at a different time of day or choose a different route. Recent evidence from Low Traffic Neighbourhoods in London has shown that in most cases traffic evaporation occurs when walking and cycling schemes are implemented²⁰.

Walking and cycling are a much more efficient use of space than motor vehicles. Removing parking spaces and reducing road space will free up swathes of urban realm. This space can be put to all sorts of uses, from pocket parks to planting and greening, public art to benches and seating, outdoor dining to new sports facilities. Cities such as Paris, New York and Barcelona have led the way in recent years in demonstrating how reclaiming the urban realm from motor vehicles can be hugely beneficial for civic life.



Congestion outside the school gate

¹⁹ Cairns, Atkins and Goodwin, 2001

²⁰ Living Streets, 2021

2.2 Travel in Newry, Mourne and Down

Population

According to the 2019 NISRA Area Profile²¹, the estimated total population of the district is 181,368 people, up from 152,881 in 2001. This growth trend is expected to continue with a projected increase to 194,994 by 2030²².

The 2011 Census identified that 65% of the district's population reside in the 88 designated settlements with 16% living in Newry City, 24% living in the 7 towns (Newcastle, Downpatrick, Warrenpoint, Kilkeel, Ballynahinch, Crossmaglen and Newtownhamilton), 20% within the 28 villages and 5% within the 52 small settlements. The remaining 35% of the population were living outside the settlements in the open countryside.

Table 1: Where people live in Newry, Mourne & Down

Location	Percentage
Newry	16%
7 towns	24%
28 villages	20%
52 small settlements	5%
Countryside	35%

Newry is by far the largest settlement in Newry, Mourne & Down, with just under 27,000 people. There is a significant drop in the size of the population between Newry and Downpatrick (the second largest settlement in Newry, Mourne and Down), with Newry's population approximately 2.5 times greater than Downpatrick.

Table 2: Settlement Populations

Settlement	Population
Newry	26,893
Downpatrick	10,874
Warrenpoint	8,732
Newcastle	7,743
Kilkeel	6,521
Ballynahinch	5,715
Crossmaglen	1,608
Newtownhamilton	800

²¹ NISRA, 2019,

²² NMDCC, 2018

Travel behaviours

Mode share

The proportion of those choosing to travel by driving a car or a van in Newry, Mourne and Down is approximately the same as for Northern Ireland as a whole at around 40%. The proportion of those choosing to walk and cycle in Newry, Mourne and Down is smaller than the Northern Ireland average²³.

Travel to Work or Place of Study

	Percentage of all usual residents of primary school age and over in full-time education or aged 16 to 74 in employment and currently working ²⁴	
Method of Transport	Northern Ireland	Newry, Mourne & Down
Do not travel: Work mainly from Home	11.19	12.24
Train	1.32	0.42
Bus, minibus or coach	12.22	13.05
Motorcycle, scooter or moped	0.29	0.16
Driving a car or van	39.53	39.92
Passenger in a car or van	14.47	15.9
Car or van pool, shared driving	7.03	7.58
Taxi	1.38	0.87
Bicycle	0.67	0.4
On Foot	11.26	8.7
Other method	0.63	0.76

Car ownership

The proportion of households in Newry, Mourne & Down that do not have access to a car or a van is small than the Northern Ireland average (17.55% and 22.7% respectively). Though the proportion of households with 1 car or van is greater for Northern Ireland as a whole than it is for Newry, Mourne and Down (41.38% and 40.37% respectively), the proportion of households having access to more than 1 car or van is greater in Newry, Mourne and Down.

²³ NI Census 2011

²⁴ NI Census 2011

Car or Van Availability within Newry Mourne & Down

Number of cars or vans	Percentages of Households With ²⁵	
	Northern Ireland	Newry, Mourne & Down
No cars or vans	22.7	17.55
1 car or van	41.38	40.37
2 cars or vans	27.04	30.42
3 cars or vans	6.29	7.83
4 or more cars or vans	2.58	3.82
All cars or vans	884,589	87,802
All households	703,275	61,998

Distances travelled

Figures show that people living within the District are more likely to travel substantial distances to place of employment. 20.23% of people in Newry, Mourne and Down travel at least 20km to work compared to 5.58% in Belfast and 13.77% across NI as an average. In terms of shorter journeys to work, 30.99% of residents of the District travel 0 – 5km to work in comparison to 62.42% in Belfast and 37.99% across NI.²⁶

Sustainable Transport

Active Travel

With the exception of two high quality greenways into Newry, there is little in the way of existing specific infrastructure for active travel in Newry Mourne and Down. Meanwhile the pedestrian realm is largely substandard, with a lack of pedestrian crossings, footway and pedestrian space apparent in urban areas. A place specific review of conditions in settlements can be found in later chapters.

A key theme of government at all levels is to promote a modal shift from private car usage to walking and cycling, which in turn will have clear benefits in relation to reducing congestion, vehicle emissions and improving health. NI Census 2011 reports that 20.37% of residents within the district live within 2 km of their place of work; despite this only 7.26% of those travelling to work in Newry, Mourne and Down do so on foot or on bicycle.

As part of a wider programme of work to develop more sustainable transport arrangements, the DFI established a Cross-Sectoral Active Travel Forum in March 2010. Drawing representation from across government departments, local government, the voluntary and

²⁵ NI Census 2011 Key Statistics Summary Report

²⁶ Travel Survey for Northern Ireland In-depth Report 2016-2018

community sector, and the private sector, the Forum was tasked with developing a high level strategy for Active Travel.

This document was produced in 2013 and aims to put walking and cycling at the heart of local transport arrangements. The Active Travel Strategy and Draft Bicycle Strategy will assist with the aim of making it easier to walk and cycle and will encourage a modal shift.

Travelwise NI is an initiative to encourage the use of sustainable transport options such as walking, cycling, public transport or car sharing. The Travelwise Team forms an integral part of the Cycling Unit and continues to promote all sustainable options through supporting events, media campaigns and awareness programmes in partnership with schools and businesses.

At a local level Transport NI and the Department for Infrastructure are responsible for implementation of the infrastructure to encourage walking and cycling along public highways. Other departments also have a role to play e.g. Department of Education have been involved in encouraging “Safer Routes to School”, and Department for Communities have provided funding to improve the urban realm for pedestrians.

The voluntary sectors and community organisations also have a part to play. The largest of these is Sustrans, an independent charity. Sustrans is active in promoting cycling infrastructure, particularly the National Cycle Network.

Public Transport

Newry, Mourne and Down is a predominantly rural local authority. Low population densities and longer distances to travel make the provision of public transport difficult in rural areas. However, public transport provides a lifeline for many rural residents, enabling them to contribute to economic growth and to support diverse, thriving populations.²⁷

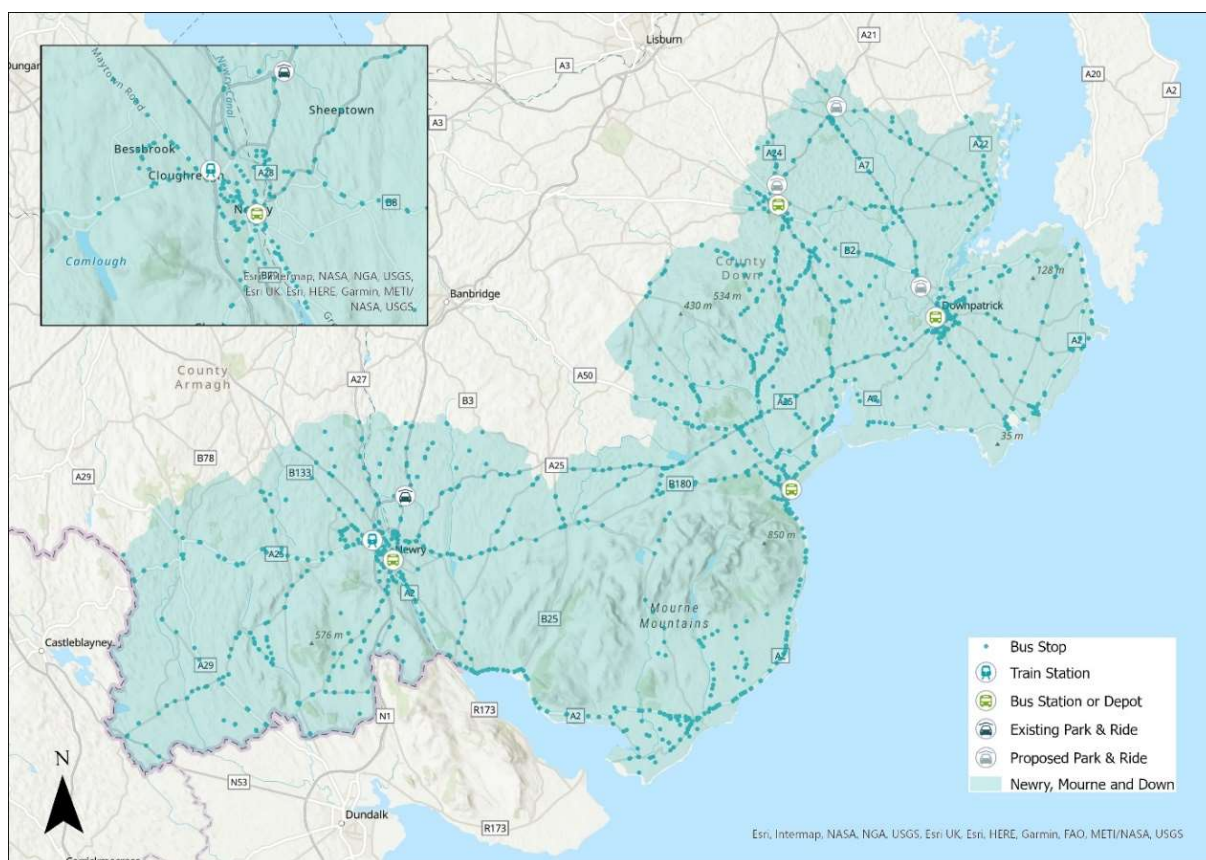
In Newry, Mourne & Down travel by public transport represents approximately 13.5% of trips to either education or places of employment – with travel by bus, minibus or coach representing 13% and travel by train 0.5%. The proportion of trips by public transport to either education or places of employment is the same for Northern Ireland as for Newry, Mourne & Down (approximately 13.5%). However, travel by bus, minibus or coach represents a greater share of public transport trips in Newry, Mourne & Down than for Northern Ireland as a whole (with the reverse being true for train travel). This suggests that bus travel represents an important aspect of the transport system in Newry, Mourne & Down.²⁸

²⁷ Better Transport, 2018

²⁸ NI Census, 2011

In rural areas, those reliant on public transport often face a ‘poverty of access’. Public transport tends to be limited in scope, time of operation and its ability to access the people in need.²⁹ This is demonstrated in the Access to Services Domain Map of the Northern Ireland Multiple Deprivation Measures, which set out the rank of the Super Output Areas in Newry, Mourne and Down in relation to the Access domain of the 2017 Northern Ireland Multiple Deprivation Measures, with urban SOAs ranking significantly higher than rural SOAs.

Increasing public transport use and increasing active travel are interconnected – good public transport enhances streets for walking and good walking and cycling conditions make public transport use more attractive.



Public Transport in Newry Mourne and Down

Translink is the public corporation that provides public transport in Northern Ireland, including Newry, Mourne & Down. Northern Ireland Railways (part of Translink) is responsible for running the railway network in Northern Ireland. As Newry, Mourne & Down has only one train station (Newry Train Station), travel by train represents only a small proportion of trips by public transport. Ulsterbus (also part of Translink) is responsible for most bus services,

²⁹ John Powell, Dan Keech & Matt Reed, 2018

and the operation of the bus stations and depots in Newry, Mourne and Down. The map above sets out the main public transport corridors provided by Translink in Northern Ireland. Translink also provides Park & Ride schemes throughout Northern Ireland, with two currently operational in Newry, Mourne & Down.

Bus

Ulsterbus operates both local area and inter-urban bus services in Newry, Mourne & Down. The inter-urban bus service operated by Ulsterbus is called the 'Goldline' which links the major towns and cities in Northern Ireland and provides cross boarder services into the Republic of Ireland.

In Newry, Mourne & Down there are 4 bus stations/depots: Ballynahinch Bus Depot, Downpatrick Bus Station, Newcastle Bus Station, and Newry Buscentre. Cycle parking provision at each site is set out in the table below.

Cycle parking at bus stations and depots

Site Name	No. cycle parking places	Cycle parking is covered
Ballynahinch Bus Depot	10	Yes
Downpatrick Bus Station	20	No
Newcastle Bus Station	8	Yes
Newry Buscentre	NA	NA

Rail

Newry Train Station is the only train station in Newry, Mourne & Down. The station serves both the Dublin Line and the Portadown/Newry Line, connecting Newry to Dublin to the south and Belfast to the north.

Newry Train Station is poorly served by pedestrian and cycle infrastructure, and is located approximately 2km away from the town centre. The station has covered cycle parking with the capacity to store 7 cycles.

Park & Ride

Within Newry, Mourne & Downe there are currently two Park & Ride sites.

Park & Ride sites in Newry, Mourne & Down

Council Area	Site Name	Destination	Service	Total No of Spaces	Occupancy
Newry, Mourne & Down	Newry Train Station	Belfast/Dublin	Train	332	79%
	Sheepbridge	Belfast/Newry	Goldline Express	106	75%

A Park & Ride Programme Board, governed and funded by Department for Infrastructure, oversees the development and delivery of the Park & Ride Programme. Translink's current prioritised programme for new Park & Ride locations lists 25 higher priority sites with a further 21 sites listed as long-term, aspirational sites, currently at concept stage. These include a combination of new sites and extensions to existing sites. Table 7 sets out the sites in Newry, Mourne & Down included in the programme:

Proposed park & ride sites Newry, Mourne & Down

Council Area	Site Name	Origin	Destination	Service	Programme
Newry, Mourne & Down	Downpatrick	Downpatrick	Belfast	Goldline Express	Short term – in design
	Ballynahinch	Ballynahinch area	Belfast	Goldline Express	Medium term
	Crossgar	Crossgar area	Belfast	Goldline Express	Long term
	Saintfield	Saintfield	Belfast	Goldline Express	Medium term

Ballynahinch has recently been increased in priority to medium term to cater for the potential linkages to the proposals for Phase 2 of the Belfast Rapid Transit scheme. Park and Share sites also exist, and are proposed in the district, however these do not fall under the remit of active travel, or even sustainable travel.

Recommendation NMD-PT-01: Undertake audits to improve quantity and quality of cycle parking provision at all train and bus stations, and park & ride facilities. Implement changes to address issues identified.

In order to encourage sustainable multi-modal trips by cycle and public transport, people need to feel that they can store their cycles in a protected, overlooked, and sheltered location.

Generous cycle parking provision at stations, including secure, longer-stay parking, is essential to allow stations to act as hubs for interchange and to accommodate increases in the number of cyclists resulting from investment in cycling infrastructure.

Audits should be undertaken at all train and bus stations, and park & ride schemes to identify how cycle parking can be brought up to the highest standards. Guidance documents to achieve this include (but may not be limited to):

Transport for London - London Cycle Design Standards Chapter 8 Cycle Parking

Wheels for Wellbeing – Guide to Inclusive Cycling

Recommendation NMD-PT-02: Ensure high quality cycle and pedestrian infrastructure connecting to all train and bus stations, and existing and upcoming park & ride facilities, to encourage sustainable multi-modal journeys.

Encouraging sustainable multi-modal trips that combine active travel and public transport will require providing infrastructure that makes trips to public transport nodes convenient and safe.

Recommendation NMD-PT-03: Undertake Healthy Streets Checks outside all train and bus stations to assess the quality of the public realm. Implement changes to address issues identified by the Checks.

Carrying out Healthy Streets Checks outside all bus and train stations will help to develop an understanding of the quality of the public realm and how attractive it is to users.

Implementing changes to improve the environment based on issues identified by the Healthy Streets Checks will help to ensure high quality, people friendly environments – encouraging active multi-modal journeys.

Recommendation NMD-PT-04: Develop and deliver safe & attractive bus stop programme

Walking and public transport are integral to sustainable mobility. Bus stops not only represent the connection between the two, but also contribute significantly to the attractiveness of the latter. Accessibility of bus stops is therefore integral in increasing both the attractiveness and sustainability of public transport.

A safe and attractive bus stop programme should be developed and delivered to improve the safety and accessibility, as well as the comfort and security of bus stops/

Guidance and research to achieve this includes (but may not be limited to):

Transport for London – Accessible Bus Stop Design Guidance

Maria Vittoria Corazza & Nicola Favaretto - A Methodology to Evaluate Accessibility to Bus Stops as a Contribution to Improve Sustainability in Urban Mobility

Recommendation NMD-PT-05: Trial cycle hire schemes at train and bus stations and park & ride facilities

Introducing cycle hire schemes at public transport nodes such as bus and train stations, and park & ride facilities will serve to compliment other proposed measures by offering those who do not own a cycle or who need to undertake another leg of their journey on arrival to a public transport node to travel sustainably. However this measure will have little impact if implemented without ensuring that safe and attractive cycling infrastructure is provided connecting people to public transport nodes.

3. Policy & Strategy

3.1 National Policy Context

Changing Gear - A Bicycle Strategy for Northern Ireland

In August 2015 the Department for Regional Development (now replaced by the Department for Infrastructure) produced the report “Changing Gear - A Bicycle Strategy for Northern Ireland”. The document sets out, over a 25 year period, how the Department intends to make Northern Ireland a cycling community. The strategy document outlines the Department’s vision for cycling in Northern Ireland and, at a high level, how they intend to achieve this vision.



Themes

The vision set out for cycling in Northern Ireland is: “A community where people have the freedom and confidence to travel by bicycle for every day journeys”. To achieve this vision the Strategy sets out four objectives:

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.

Approach

The Strategy outlines a 'three-pillar approach' for developing cycle infrastructure, recognising the need for careful planning, high quality infrastructure and effective behaviour change campaigns. The three-pillar approach is split into Build, Support, and Promote.

BUILD <i>A comprehensive network for the bicycle</i>	SUPPORT <i>People who choose to travel by bicycle</i>	PROMOTE <i>The bicycle as a mode of transport for every day journeys</i>
<ul style="list-style-type: none"> • Infrastructure • Design • Cycle Parking • Safety 	<ul style="list-style-type: none"> • Education and Training • Safety and Security • Legibility • Mapping 	<ul style="list-style-type: none"> • Respect and Understanding • Marketing Campaigns • Flagship Events and Schemes

Delivery

The Strategy sets out that the 'Build' and 'Promote' pillars of the strategy will be prioritised during the first 10-15 years of delivery. The Strategy states that once high quality has been delivered, less emphasis will be placed upon the 'Promote' pillar as "people will be experiencing and realising the benefits of cycling and prioritising the 'Support' pillar".

Measuring Success

The Strategy aims to achieve the following by 2025:

- 20% of all journeys less than 1 mile, to be cycled
- 10% of all journeys between 1 and 2 miles, to be cycled
- 5% of all journeys between 2 and 5 miles, to be cycled

By 2040 the Strategy aims to achieve the following:

- 40% of all journeys less than 1 mile, to be cycled
- 20% of all journeys between 1 and 2 miles, to be cycled
- 10% of all journeys between 2 and 5 miles, to be cycled

Recommendation NMD-NSC-01: Adopt the four objectives set out in the Changing Gear strategy

- Make urban areas more accessible for people using the bicycle
- Improve opportunities for social interaction
- Improvements in public health
- Increase safety for people using the bicycle

Recommendation NMD-NSC-02: Aim to achieve the same mode share targets as set out in the Changing Gear strategy:

By 2025

- 20% of all journeys less than 1 mile, to be cycled
- 10% of all journeys between 1 and 2 miles, to be cycled
- 5% of all journeys between 2 and 5 miles, to be cycled

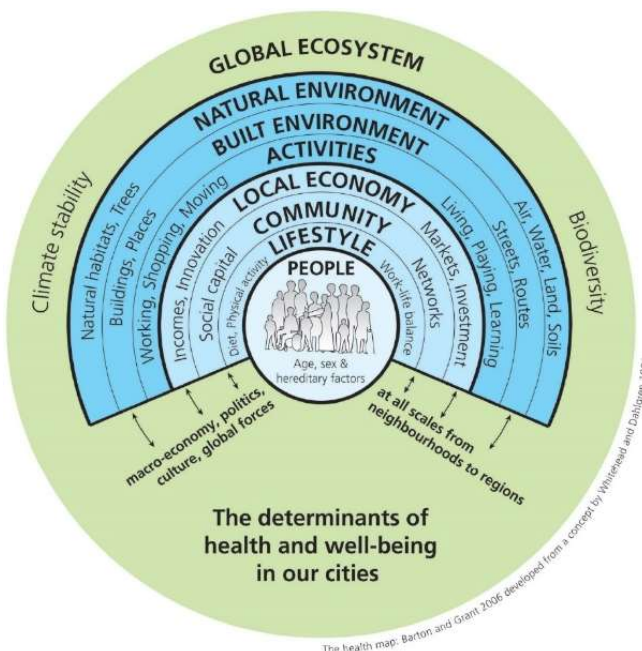
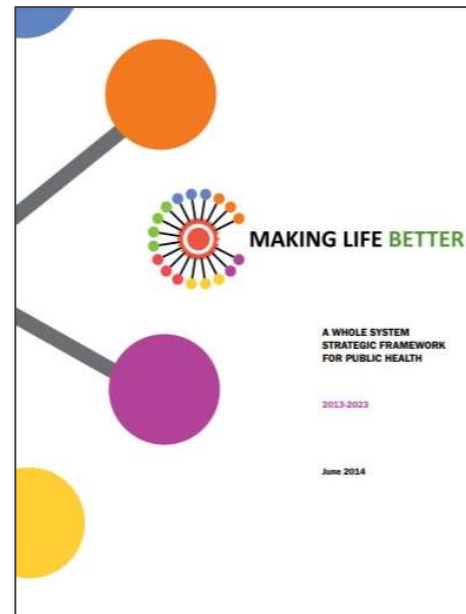
By 2040

- 40% of all journeys less than 1 mile, to be cycled
- 20% of all journeys between 1 and 2 miles, to be cycled
- 10% of all journeys between 2 and 5 miles, to be cycled

Making Life Better (2014)

In 2014 the Department of Health, Social Services and Public Safety produced 'Making Life Better', a whole system strategic framework for public health. The ten year public health strategic framework provides direction for policies and actions to improve the health and wellbeing of people in Northern Ireland. The strategy recognises that in addition to factors such as health behaviours and the provision of health and social care services, population health is to a larger extent affected by economic, social and environmental factors.

The framework also recognises the social gradient in health, with health getting progressively better as the socioeconomic position of the people and/or communities improve. The social gradient of health exists across the whole population, while the most profound differences in health can be seen between the most and least disadvantaged.



The framework seeks to achieve a Northern Ireland where:

"All people are enabled and supported in achieving their full health and wellbeing potential."

The framework aims to:

"Achieve better health and wellbeing for everyone and reduce inequalities in health."

The framework focusses on the broad range of social, economic and environmental factors which influence health and wellbeing, drawing on the 'Health Map for the Local Human Habitat':

The framework is structured around 6 themes, with a number of outcomes are provided with each theme, with the framework aiming to achieve 18 outcomes in total. Though it may be outside of the scope of the Walking & Cycling Masterplan to contribute to all 18 outcomes, there are outcomes which Walking & Cycling can have a direct impact on. For example:

- **Outcome 2** Healthy and Confident Children and Young People
- **Outcome 6** Healthy active ageing
- **Outcome 12** Making the Most of the Physical Environment
- **Outcome 14** Thriving Communities
- **Outcome 18** Strengthened Collaboration for Health and Wellbeing

Further, the Walking & Cycling Masterplan may have an indirect impact on many of the other outcomes by improving access, increasing levels of physical activity and creating a more people friendly built environment.

Several case studies cited in the Making Life Better strategic framework to improve the health and wellbeing of people in Northern Ireland are linked directly to the quality of the built environment, mobility, and the provision of walking and cycling infrastructure:

- Comber Greenway
- Knowledge Exchange Spatial Analysis and Healthy Urban Environments
- WHO Healthy Urban Planning and Age-friendly Environments
- Active Belfast
- MARA (Maximising Access in Rural Areas)
- Active School Travel

Recommendation NMD-NSC-04: Ensure that the outcomes of the Making Life Better framework strategy are at the centre of decision making when it comes to the planning and design of transport infrastructure and developments

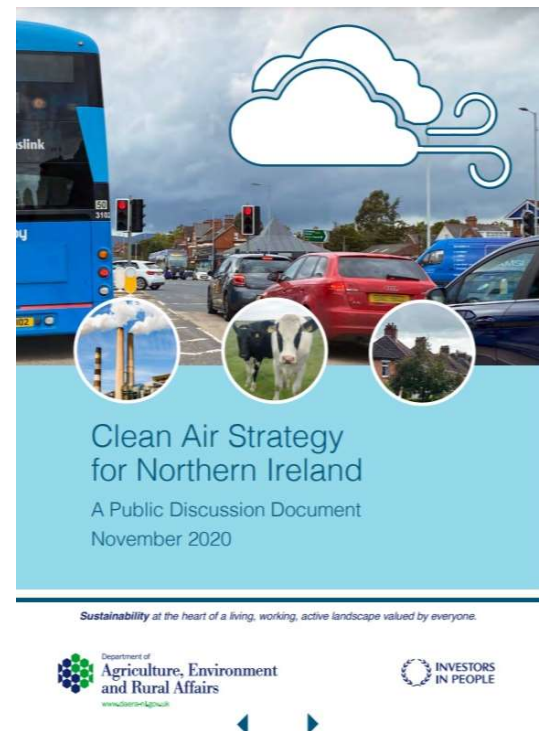
Planning for the health and wellbeing of the people of Newry, Mourne & Down is consistent with planning for walking and cycling. Changes to the built environment, be they upgrades to transport infrastructure or the creation of new developments, need to be considered through the lens of the Making Life Better strategy. Will the new scheme empower healthy living or contribute to more sedentary lifestyles? Will the new scheme create the conditions for increasing people's socioeconomic position or will it increase transport costs and reduce access to places of work? Will the new scheme empower communities or isolate them? These are just some questions that will need to be considered by decision makers to ensure the health and wellbeing of those who live and work in Newry, Mourne and Down.

Clean Air Strategy for Northern Ireland (2020)

In November 2020, the Department of Agriculture, Environment and Rural Affairs (DAERA) launched a discussion document in advance of developing the first Clean Air Strategy for Northern Ireland. The discussion document presents evidence and research on air pollutants and outlines the current policy and legislation along with measures currently in place to control air pollution.

Road Transport

The Strategy recognises that road transport is one of the most significant sources of air pollution in Northern Ireland. While road transport is responsible for a range of pollutant emissions, those of greatest concern are in particular nitrogen oxides and particulate matter. High concentrations of nitrogen dioxide monitored at ground level in towns and cities are largely due to vehicle exhaust emissions.



The Air Quality Directive and the UK Air Quality Strategy both set limits for nitrogen dioxide, NO₂ in ambient air. NO₂ can be emitted directly from combustion sources, but may also be formed when nitrogen monoxide, NO, is emitted and reacts with air.

An analysis of National Atmospheric Emissions inventory figures shows that in 2017, road transport contributed 26% of Northern Ireland's NO₂ emissions, made up of 17.7% from passenger cars, 4.2% from light goods vehicles (LGV), and 3.6% from heavy goods vehicles, including buses and coaches. Although road transport accounted for 26% of Northern Ireland's total NO₂ emissions, the location of these emissions - on roads, often close to homes, schools and shops in urban areas - make their health impacts greater than those from other sources such as energy and industry, in terms of human exposure.



NO₂ emissions in Northern Ireland 2017

Policy Recommendations

In 2019, the National Institute of Health and Care Excellence (NICE) has published the Quality Standard, 'Air pollution: outdoor air quality and health'³⁰. The Standard covers road traffic-related pollution and its impact on health, and describes high quality actions in priority areas for improvement. The Standard is supported by four Quality Statements. The Strategy adapts the NICE standards from the English policy model to suggest how the model may be applied to Northern Ireland.

³⁰ NICE, 2019

Nice Quality Standards 181

Statement	Aims	Responsible Organisation(s)	Comments
1 - Strategic Plans	Key strategies including Local Development Plans should take account of how they will address air pollution, including enabling zero- and low emission travel and developing buildings and spaces to reduce exposure to air pollution.	Department for Infrastructure, NI district councils	The recommended quality measures - for example levels of air pollutants, and outcomes, such as percentage of people walking and cycling - have a very strong read-across to the NICS Outcomes Delivery Plan and the indicator on air quality which supports Outcome 2.
2 - Planning applications	Local planning authorities assess proposals to minimise and mitigate road-traffic-related air pollution in planning applications for major developments.	District councils, DAERA, Department for Infrastructure	In NI, Council planners consult with Environmental Health Departments regarding possible air quality impacts. Supplementary planning guidance should be updated.
3 - Reducing emissions from public sector vehicle fleets	Public sector organisations reduce emissions from their vehicle fleets to address air pollution. Publicising these measures can set good example.	The NI Transport Holding Company (Translink), Department for Infrastructure, NI government departments, district councils.	Organisations could use the NHS Sustainable Development Unit's Health Outcomes of Travel Tool (HOTT).
4 - Advice for people with chronic respiratory or cardiovascular conditions	Children, young people and adults with chronic respiratory or cardiovascular conditions are given advice at routine health appointments on what to do when outdoor air quality is poor.	Department of Health, Health Trusts, HSC Health and Social Care Northern Ireland, GP surgeries, DAERA.	Standard health advice should be agreed and tie in with advice offered by NI Direct and high air pollution alerts issued by DoH and DAERA.

Recommendation NMD-NSC-04: Adopt the NICE Quality Standard, 'Air pollution: outdoor air quality and health' and apply it to all Newry, Mourne and Down strategies

Newry, Mourne and Down should apply the four Quality Statements that comprise the NICE Quality Standard, 'Air pollution: outdoor air quality and health' to all strategy documents.

Modal Shift

The strategy recognises that encouraging a modal shift to active travel (walking and cycling) and greater use of public transport will have a significant impact on reducing air pollution from transport, whilst improving health and wellbeing.

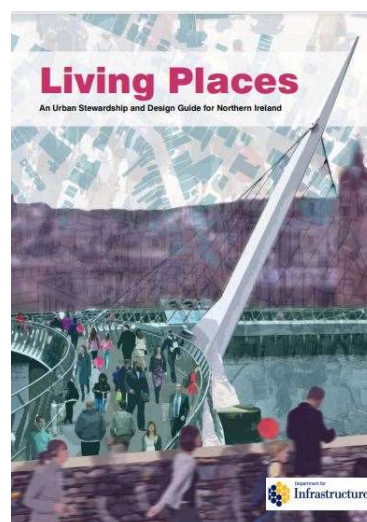
In 2018, just under one quarter (24%) of all journeys were taken by walking, cycling or public transport - with no statistically significant change when comparing the figure for 2018 to that for the baseline year (25% in 2015). There was no significant change in modal choice when comparing to the earliest available Travel Survey for Northern Ireland data.

The Strategy states that increasing the proportion of journeys undertaken by walking, cycling and public transport has the potential to reduce the number of private cars on our roads, and to decrease associated emissions of nitrogen oxides.

The Strategy recommends developing a comprehensive and attractive public transport system in urban areas, along with a safe and attractive network of cycle facilities. It states that the key change factor is to develop transport policies which prioritise walking, cycling and public transport (particularly in our towns and cities) rather than prioritising the flow of

Living Places - An Urban Stewardship and Design Guide for Northern Ireland (2019)

This national guidance, produced by the DfI, provides an urban design framework for planners to develop better quality and more liveable places and urban realm. The documents focus on streets with a 'place' function rather than roads with a 'transport' function is particularly relevant to this masterplan. Living Places also warns against car dominance; how this can impact the quality of an urban place, and stresses the importance of permeability and infrastructure for pedestrians and cyclists. These points are supported by the masterplan and elaborated on in Chapter 3



3.2 Regional and Local Policy Context

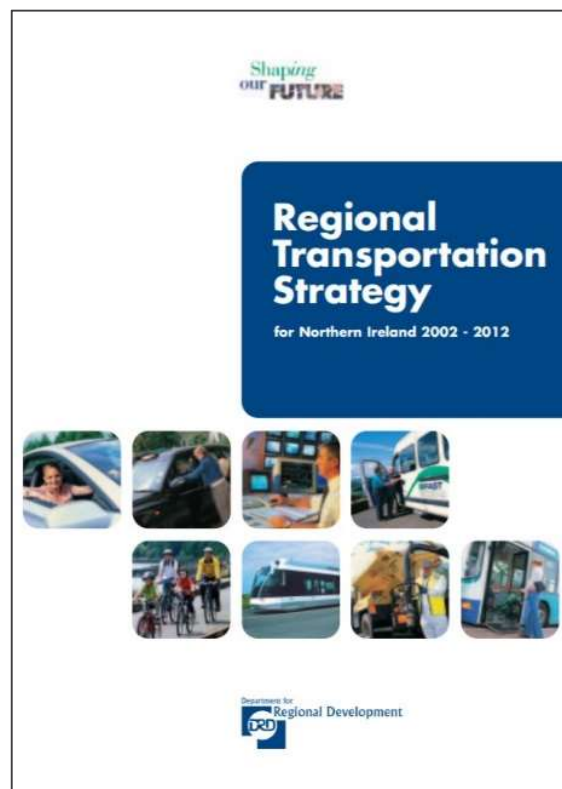
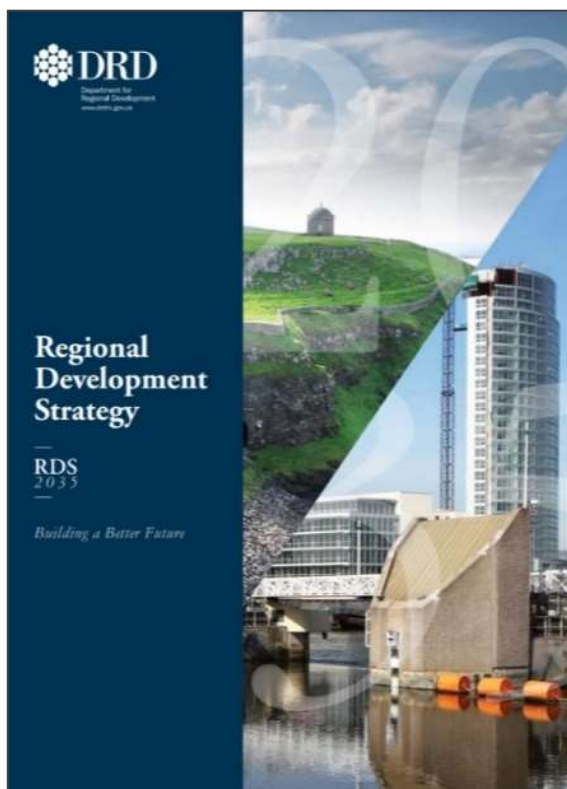
The following overview of the regional and local policy context has been partially adapted from the Local Development Plan: Preparatory Paper 5: Transportation.³¹

³¹ NMDDC, 2017

The Regional Development Strategy 2035 (RDS)

Within the District area, both Newry and Downpatrick have been identified in the RDS as main hubs whilst Newcastle and Warrenpoint have each been identified as local hubs. The RDS has outlined the potential for clustering between Downpatrick with Newcastle and Newry with Warrenpoint. Given the strategic position of Newry and the major port of Warrenpoint, both together have been identified as one of 6 key Gateways within the RDS. The close proximity of Newry to Dundalk provides the potential for further clustering, the two settlements are located along the Belfast-Dublin corridor which has the potential to become a significant axis of development within the wider European context. The European Union has included this corridor as a section of the 'North Sea - Mediterranean Corridor', part of the European Unions 'Trans European Network'.

Policy RG2 from the RDS aims to deliver a balanced approach to transport infrastructure in order to remain competitive in the global market by promoting transport which balances the needs of our environment, society and economy. This focuses on managing the use of our road and air space and using our network in a better, smarter way. This will be developed further by improving connectivity, maximising the potential of the Regional Strategic Transport Network, using road space and railways more efficiently, improving social inclusion, managing the movement of freight, improving access to our cities and towns and improving safety by adopting a 'safe systems' approach to road safety.



The Regional Transportation Strategy (2002-2012)

The Regional Transportation Strategy (RTS), set out a vision “to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life”. This vision is still appropriate for the DRD’s new approach to regional transportation which will refocus and rebalance our transport priorities and present a fresh direction for transportation with sustainability at its core.

The RTS covers a 10-year period from 2002 to 2012 and is now being delivered through three transport plans:

1. Regional Strategic Transport Network Transport Plan 2015;
2. The Sub-Regional Transport Plan 2015 (covers the area of Northern Ireland outside of The Belfast Metropolitan Area Transport Plan); and
3. The Belfast Metropolitan Area Transport Plan 2004;

Regional Strategic Transport Network Transport Plan (2015)

The Regional Strategic Transport Network Transport Plan 2015 is based on the guidance set out in the RDS and the RTS. The Regional Strategic Transport Network (RSTN) of Northern Ireland (see map 2) comprises the complete rail network, and road network including:

- 5 Key Transport Corridors (KTCs);
- 4 Link Corridors;
- The Belfast Metropolitan Transport Corridors; and
- The remainder of the trunk road network

The RSTN incorporates 5% of the road network, which carries around 37% of total vehicle travel, and all of the railway system. The Regional Strategic Transport Plan presents a range of multi-modal transport initiatives to manage, maintain and develop the Strategic Transport Network.

Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation (2012)

In March 2012, the DRD published its the strategic document 'Ensuring a Sustainable Transport Future – a New Approach to Regional Transportation' which sets out how regional transportation will be developed beyond 2015 when the current transport plans reach their conclusion. The strategy sets three High Level Aims and twelve Strategic Objectives for transportation that form the basis for future decision-making on transportation funding

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

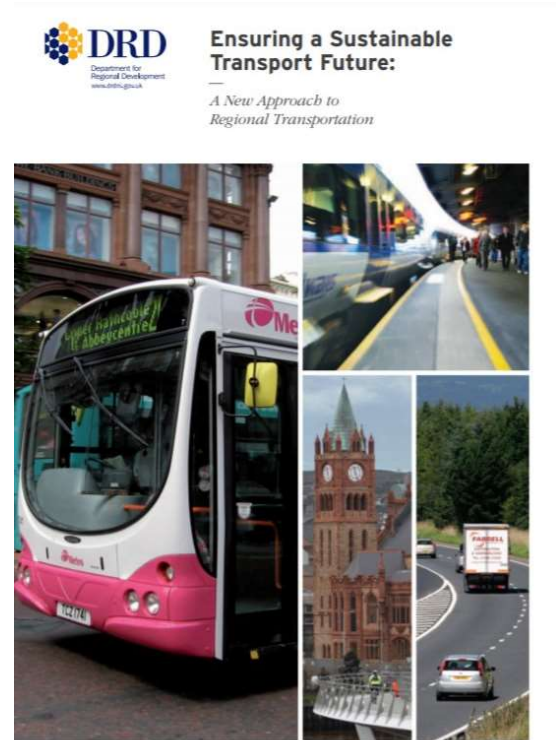
7. Improve safety
8. Enhance Social Inclusion
9. Develop transport programmes focussed on the user

C. Reduce the Environmental Impact of Transport

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

Sub Regional Transport Plan (2015)

The SRTP deals with the transport needs of the whole of Northern Ireland with the exception of the Belfast Metropolitan Area and the rail and trunk road networks which are covered in earlier Transport Plans. The purpose of the SRTP is to study the needs of the designated areas in detail and to confirm a package of transport schemes, consistent with the general principles and indicative levels of spend in the RTS. In line with the RTS, the SRTP notes the highway linkages with the 9 Regional Strategic Transport Network and identifies separate packages of measures for the period 2002 – 2015 by mode of transport (Walking and cycling; Bus; Rail; Highways)



Accessible Transport Strategy (2025)

In Northern Ireland in 2005, 8.5 million journeys were made on public transport by older people and people with a disability. By 2014/15 this has increased to 13 million journeys highlighting the value of public transport as a sustainable and affordable travel option to these groups. A new Accessible Transport Strategy serving up to 2025 concluded its public consultation phase in November 2015. Pre-consultation engagement with various stakeholders, including organisations representing older people and people with a disability have identified five themes which will form the basis of the new 2025 Strategy:

- Enhancing the accessibility of the public transport network
- Improving accessibility of the wider transport network
- Enhancing the customer experience
- Enhancing the accessibility of information
- Working in collaboration with partners and stakeholders



Planning Policy Statement 3: Access, Movement and Parking

Planning Policy Statement 3: Access, Movement and Parking (PPS 3) sets out the DfIs planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

The main objectives of PPS 3 are to:

- Promote road safety, in particular, for pedestrians, cyclists and other vulnerable road users;
- Restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes;

- Make efficient use of road space within the context of promoting modal shift to more sustainable forms of transport;
- Ensure that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas. Ensure the needs of people with disabilities and others whose mobility is impaired, are taken into account in relation to accessibility to buildings and parking provision;
- 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; and
- Protect routes required for new transport schemes including disused transport routes with potential for future reuse.

Planning Policy Statement 13: Transportation and Land Use

Planning Policy Statement 13: Transportation and Land Use (PPS 13) has been prepared to assist in the implementation of the RDS. It aims to guide the integration of transportation and land use, particularly through the preparation of development plans and transport plans. It is also a material consideration in dealing with individual planning applications and appeals. The primary objective of PPS 13 is to integrate land use planning and transport by:

- Promoting sustainable transport choices;
- Promoting accessibility for all; and
- Reducing the need to travel, especially by private

Newry Mourne and Down Local Development Plan 2030: Proposed Options Paper (2018)

In 2018, Newry, Mourne and Down released the LDP 2031: POP. This highlights key issues related to development and proposed preferred approaches that the District should adopt to these issues. Three Key Issues are presented that relate to transport:

- Key Issue 15 – Proposed Transport Schemes
- Key Issue 16 – Park and Ride/Share Sites
- Key Issue 17 – Sustainable/Active Travel and Identification of greenways

Although Key Issues 15 and 16 are of limited relevance to this masterplan, Key Issue 17 concerns active travel and proposed greenway routes (covered in detail in chapter 5) The

LDP:POP proposes identifying and protecting alignments for strategic and local greenways, while requiring new developments to provide active travel linkages into these routes. This proposal is supported by the masterplan.

4. Infrastructure Quality Standards

4.1 Walking and Cycling Level of Service

A vital factor in encouraging more people to walk and cycle is the quality of the infrastructure provided to enable these modes.

A major deterrent for those wishing to cycle is the presence of motor traffic³², with 62% of UK adults feeling that the roads are too unsafe for them to cycle on.³³ A failure to provide cycle infrastructure that is sufficiently direct, attractive, and safe, will severely limit any future growth of cycling in Newry, Mourne & Down. Without such investment, cycling will remain an option only for those willing to brave intimidating road conditions.

Similarly, the quality of pedestrian infrastructure will significantly impact the attractiveness of walking for local journeys. Walkability and the needs of the pedestrian should be foremost considerations in how places are planned and designed, the quality of the infrastructure contributing greatly to these ends.

To ensure that the provision of both walking and cycling infrastructure is of a sufficient quality to promote active travel, Newry, Mourne & Down should develop and adopt a minimum level of service against which existing and proposed infrastructure can be assessed.

In order to develop a way to assess level of service it may be necessary to undertake a review of existing best practice design guidance. But a good basis for guidance on high quality cycling infrastructure design is the **Local Transport Note 1/20**³⁴, published in July

³² Davies, D, Gardner, G, Gray, C, Harland, , 2001

³³ Walking and Cycling Statistics: England 2017

³⁴ www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

2020 by the Department for Transport in England. For the purposes of this document, we will be adhering to principles laid out in this guidance note.

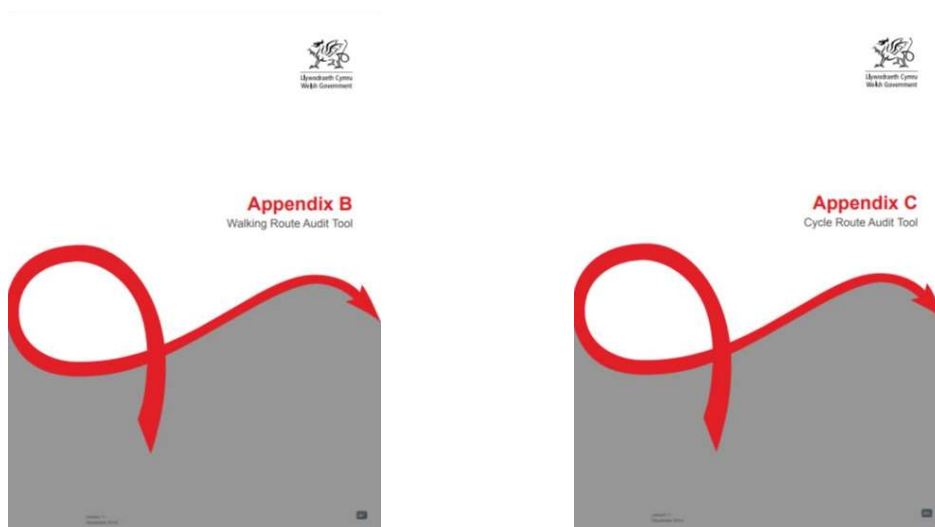
Existing Tools

Rather than developing new tools to assess the level of service offered by existing and proposed infrastructure, Newry, Mourne and Down may wish to use tools that have been produced by other organisations.

Welsh Government

In 2014, the Welsh Government published the Wales Active Travel Design Guidance. The statutory guidance provides advice on planning, design, construction and maintenance of active travel networks and infrastructure.

The guidance document provides both a Walking Route Audit Tool and a Cycle Route Audit Tool. Both audit tools can be used to assess the existing and proposed routes.³⁵



³⁵ gov.wales/sites/default/files/publications/2017-09/active-travel-design-guidance.pdf

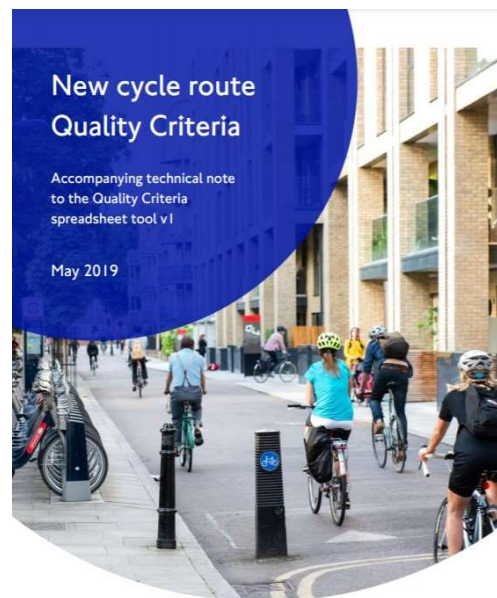
Transport for London

In 2019 Transport for London produced the Cycle Route Quality Criteria tool³⁶. Uses are informed whether existing conditions and/or proposals are expected to be appropriate for routes to be designed to mix people cycling with motor traffic.

- The Quality Criteria tool can be used throughout the lifecycle of a cycle route project:
- To assist in the selection of a preferred route alignment and exploration of potential design forms
- To help identify the range of route design forms and the selection of a single preferred option
- At the concept design stage to ensure the design is fit for purpose

The Quality Criteria tool sets out six Quality Criteria for assessing the existing conditions or a scheme proposal:

- Criteria 1: The degree of separation for people cycling is appropriate for the total volume of two-way motorised traffic
- Criteria 2: The speed of motorised traffic is appropriate for people cycling
- Criteria 3: An appropriate width for cycling is provided to suit the local context
- Criteria 4: Collision risk between people cycling and turning motor vehicles is minimised
- Criteria 5: Kerbside activity has a minimal impact on people cycling
- Criteria 6: Interaction between HGVs and people cycling in mixed traffic is minimised along a link³⁷



EVERY JOURNEY MATTERS

³⁶ content.tfl.gov.uk/cycle-route-quality-criteria-technical-note-v1.pdf

In 2018, the Institute for Transportation & Development Policy published *Pedestrians First: A Tool for Walkable Cities*.³⁹

This guidance facilitates the understanding and the measurement of the features that promote walkability in urban environments around the world at multiple levels.³⁹ Though aimed to assess the pedestrian environment in cities around the world, the indicators that comprise the Tool can be applied to any urban area.

Recommendation NMD-LOS-1: Develop and adopt a minimum level of service in regards to the quality of all future walking and cycling infrastructure

NMDDC should develop and adopt a method of assessing the level of service that is offered by all proposed investments into walking and cycling infrastructure. This may be achieved by using best practice guidance to develop a way of assessing schemes, or by adopting or adapting existing assessment tools.

The level of service offered by new schemes should be equal to, or ideally exceed, that which is set out in existing best practice assessment techniques to ensure that walking and cycling become the natural choice for local journeys.

Recommendation NMD-LOS-2: Review all urban areas in relation to the quality of existing pedestrian and cycle infrastructure, with sub-standard areas brought up to the standard of the new level of service

Using the adopted method of assessing walking and cycling infrastructure, the Council must review all urban areas. New plans and designs should be developed to improve areas that have been identified as having sub-standard pedestrian and cycle infrastructure.

³⁹ www.itdp.org/2018/02/07/pedestrians-first-walkability-tool

4.2 The Healthy Streets Approach

The Healthy Streets Approach puts people and their health at the centre of decisions about how to design, manage and use public spaces. It aims to make streets healthy, safe and welcoming for everyone. The approach was developed by Lucy Saunders, a specialist in public health and transport, and has been adopted by Transport for London.

The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets. The 10 Indicators:

- Pedestrians from all walks of life
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk, cycle and use public transport
- People feel safe
- Things to see and do
- People feel relaxed
- Clean air⁴⁰



The Healthy Streets Approach is not simply about urban realm improvements. Though physical changes to a street can make significant improvements to how people experience public space, a more holistic approach is required to deliver a substantial change. The Healthy Streets Approach recommends considering the built environment at three different levels; the Street Level, the Network Level, and the Spatial Planning Level.

The Street Level

Physical changes to street environments (temporary or permanent) can help to change the look and feel of the street. However, public realm improvements on their own may not always be sufficient.

⁴⁰ www.healthystreets.com/what-is-healthy-streets

The Network Level

Some factors affecting the Healthy Streets Indicators cannot be addressed solely at the local level and therefore it is important to consider changes to the public realm at the level of the network. For example:

- Reducing the traffic dominance on one street may affect and rely on changes to the broader street network.
- Making a street accessible to pedestrians from all walks of life will partly rely on the availability of accessible public transport, which has to be planned at the network level.

Strategic management of transport networks across Newry, Mourne and Down will support mode shift and enable reallocation of space at street level:

- Public transport takes cars off the road and gets more people walking.
- Cycle routes need to connect people directly and comfortably to where they want to go.
- Parking provision needs to be managed to reduce attractiveness of car use for short trips.
- Reducing traffic speeds improves safety, air quality and noise levels

The Spatial Planning Level

To support those in Newry, Mourne and Down who live in the least walkable and least cycleable parts of the district to become active and travel sustainably, spatial planning needs to deliver more people-oriented environments – higher density, mixed land-use, low-car developments with permeable street networks.⁴¹

Recommendation NMD-HS-1: Embed the Health Streets Approach into Newry, Mourne and Down strategies

Delivering the Healthy Streets Approach is dependent on a wide range of organisations working together to improve the 10 Indicators. To facilitate this, and to show commitment to the Healthy Streets Approach, Newry, Mourne and Down district council should embed the Healthy Streets Approach in all statutory strategies that impact the public realm.

Healthy Streets Check for Designers

The Healthy Streets Check for Designers (HSCD) is a quantitative desktop tool to assess the layout of a street/scheme against the Healthy Streets Indicators.

⁴¹ content.tfl.gov.uk/healthy-streets-explained.pdf

Developed for street designers to ensure their proposals are consistent with the Healthy Streets Approach, it focuses on physical aspects of a street that are within the gift of designers to influence (not the actual experience of being on the street).

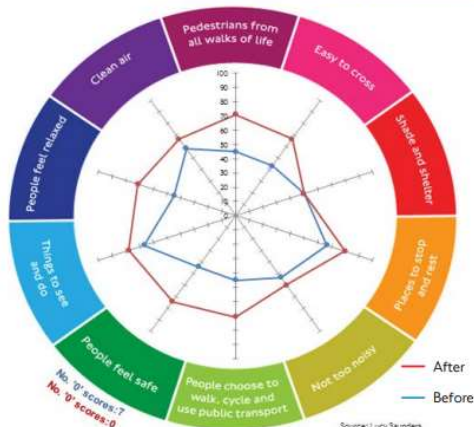
The tool is a technical assessment of the street using 31 metrics mapped to the 10 Healthy Streets Indicators. The output is a Health Streets Check Score with the possibility to compare an existing street with a proposals. Scores for each metric are used to calculate an overall score for each Healthy Streets Indicator. Competing factors always have to be traded-off against each other so no street can score 100%.⁴²

Key scoring rules >		Scoring System					Enter score here	
Healthy Streets Check		3	2	1	0	More info on each question	Existing layout	Proposed layout
Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ			
Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane - in a cycle lane where the	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the	ⓘ			
Home Page		Overview	Project Summary	Healthy Streets Check	Print - Summary	Print - Consultations	Key Scoring Rules	Scoj ... + - < >

⁴² content.tfl.gov.uk/healthy-streets-explained.pdf



Output of the HSCD for the Archway proposal with before and after scores for each Health Streets Indicator.



Recommendation NMD-HS-2: Require a Healthy Street Check to be undertaken for all significant urban realm design projects

Undertaking a Healthy Street Check will help to promote the health and wellbeing of people from the outset when designing urban realm schemes. The check will also help to identify the strengths and weaknesses of a proposed design. If design proposals do not demonstrate an improvement in the ten indicators compared to what's in place already, then it may be necessary to review the designs and to consider what could be changed in order to improve its scores. A significant urban realm design project is a project in equal to or greater than £100,000.

4.3 Infrastructure Principles for the Active Travel Masterplan

The Masterplan proposes implementing a range of cycling and walking infrastructure including greenways, low traffic neighbourhoods, pedestrian crossings, segregated cycle tracks and school streets. Detailed guidance on designing and implementing these interventions can be found in the guidance documents and tools listed above in Section 4.1, but a series of basic principles are set out below:

Cycle Routes

Cycle routes and networks should be Coherent; Direct; Safe; Comfortable and Attractive. Designers should aim make cycle routes accessible to all, not just users of standard cycles, and consider the needs of pedestrians and wheelchair users also.

Cycle routes should also be implemented holistically in alignment with Healthy Streets objectives and should include new pedestrian and cycle crossing points, seating, cycle parking and greening.

Segregation

Cyclists should be physically separated from high volumes of motor traffic. This segregation can take the form of stepped tracks, kerbs or wands. With-flow cycle tracks should be a minimum of 1.5m wide, while bi-directional tracks should be a minimum of 2.5m wide (ideally 3m). Segregation should confer priority over side roads, and cyclists should be protected through junctions. Shared space with pedestrians should be avoided where possible. Segregated cycle routes should be free from inaccessible barriers.

On Road (Low Traffic) Routes

On road cycle routes should only be considered where traffic volume are suitably low (<2000 vehicles a day) and traffic speeds are low. Low traffic conditions can be created with traffic reduction techniques such as modal filtering, while speeds can be reduced using traffic calming. On road cycle routes are often suitable through LTNs

Junctions

Junctions should protect cyclists in time and/or space from motor vehicles. If segregation and separate signal phases are not possible, cyclist early release signals should at least be provided. Movements between all junction arms should be catered for. Pedestrians should be protected either through straight across, priority or signalised crossings. Pedestrian crossing should not be multi stage. Road space should be narrowed to reduce crossing times for pedestrians. Guardrail should be removed and pedestrian crossings should be level with the footway. Pedestrian crossing facilities should be provided on all arms at the junction

Low Traffic Neighbourhoods (LTNs)

Low traffic neighbourhoods are areas which look to make streets safe for cyclists and pedestrians by removing through traffic from an area. This is achieved by placing bollards or planters (modal filters) in the road at strategic points in the neighbourhood. These allow pedestrian and cycle permeability but stop cars driving down the extent of the road. While this still allows vehicles to access all addresses within the neighbourhood they may need to take

a less direct route, and crucially all non-local through traffic is dissuaded from using the streets in this area. LTNs work best if boundary roads are identified at the edge of a neighbourhood and all traffic movements between these boundary roads, through the neighbourhood, are prevented.

Low Traffic Neighbourhoods are relatively cheap to implement and can be implemented quickly. An LTN could be implemented in the short term using temporary materials like planters or barriers, and upgraded to a permanent scheme in the medium term. In the longer term complimentary interventions such as widening footways, dropped kerbs, pedestrian crossings, traffic calming seating, cycle parking and greening should also be considered.

Pedestrian Crossings

Crossings should give pedestrians priority over road traffic. Usually this is in the form of a zebra crossing or a signalised crossing. Where pedestrian crossings intersect with cycle routes, dual ped/cycle crossing should be considered. This should either be in the form of a parallel zebra or signalised toucan crossing. Crossings should also be straight across and not staggered. If a crossing is signalised, pedestrians should be given adequate green time and not made to wait too long to cross. Informal crossing such as pedestrian islands should not be considered. Guardrail should not be used.

Guidance on Greenways, Quiet Lanes School Streets, Cycle Parking can be found in Chapter 5.

5. District-Wide Infrastructure

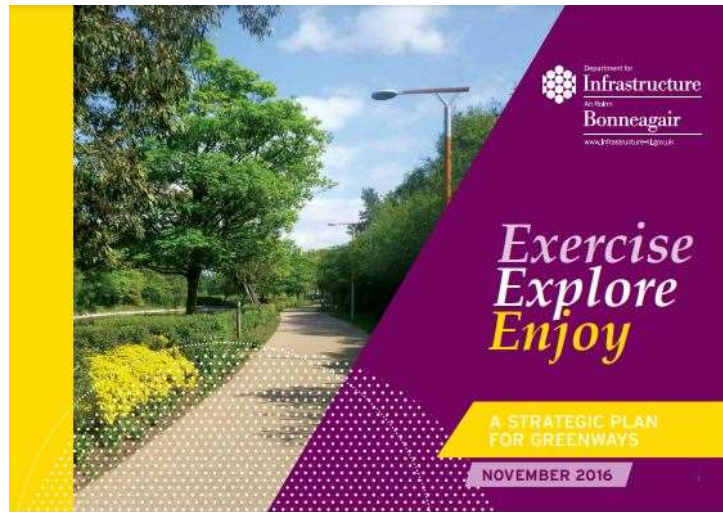
5.1 Greenways

The potential for greenways across Northern Ireland is huge. These mostly traffic free routes have capacity to kick-start a culture of cycling and walking. This is particularly the case in Newry Mourne and Down, where the historic decommissioning of three significant rail lines (along with various spurs), means that it is feasible to create long distance traffic free routes linking most of the major settlements in the district.

Strategic Plan for Greenways

The Department for Infrastructure published their **Strategic Plan for Greenways** in 2016. This sets out a vision for a network of high quality, interconnected traffic free greenways traversing all districts of Northern Ireland. Based on a more detailed scoping

exercise carried out by Aecom, the plan identifies 27 potential greenways across Northern Ireland. Four of these are partially or entirely in the district of Newry, Mourne and Down (Along with various spurs), and a fifth (Newry to Dundalk) falls out of scope as significant section of the route is within the Republic of Ireland. The scoping exercise also ranked these routes according to 8 criteria: contribution to the network, linkages, technical, business, culture/tourism, health and communities, environment and cost, and prioritised them on this basis. Greenways located in NMDDC scored as follows (37 Max)



Greenway Prioritisation Matrix

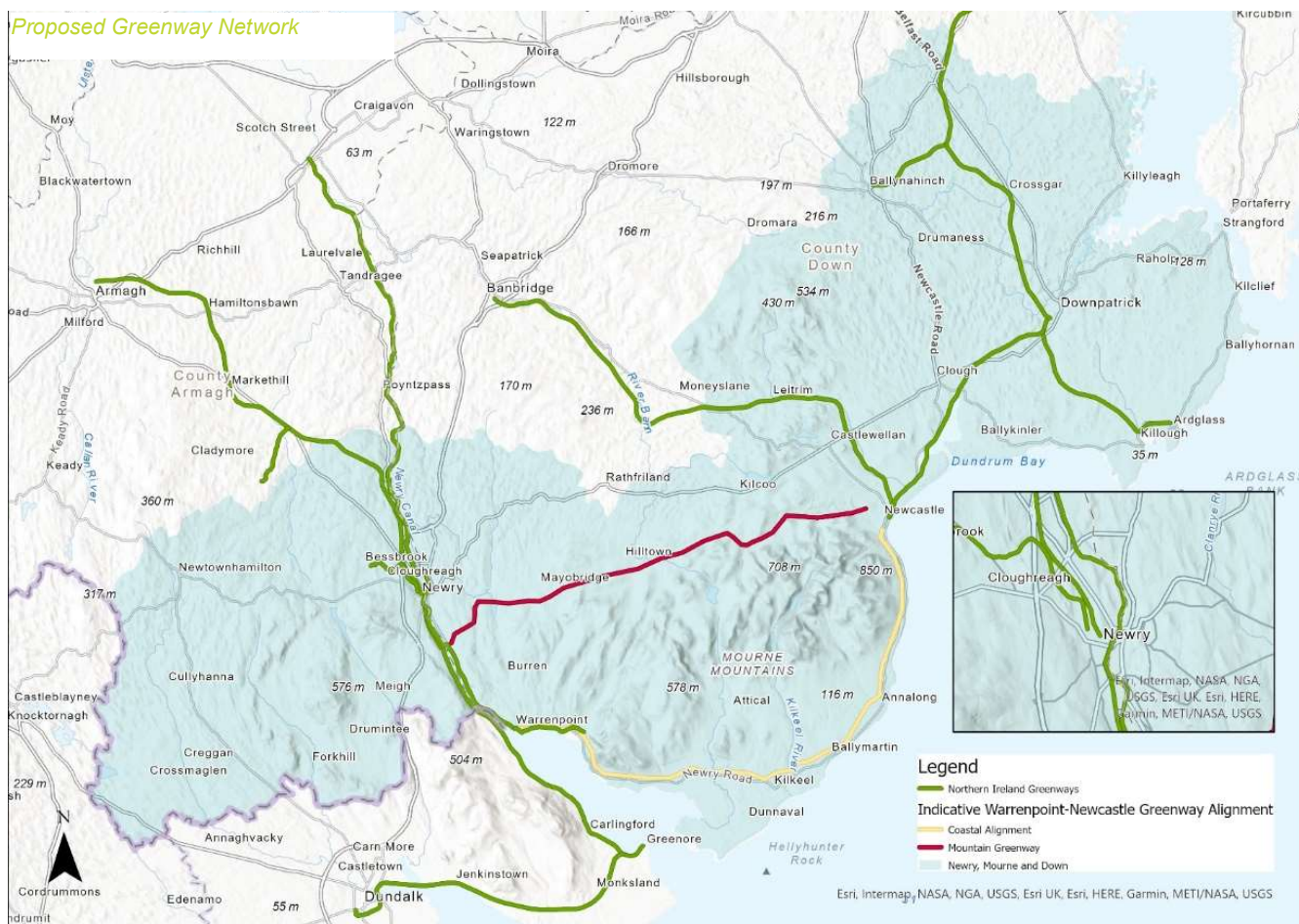
Greenway	Network	Linkages	Technical	Business	Tourism	Health	Environment	Cost	Total
Newry to Craigavon	4	4	1	4	4	4	2	2	25
Comber to Newcastle	3	3	1	3	4	3	2	2	21
Armagh to Newry	2	2	1	2	2	2	2	2	15
Banbridge to Newcastle	1	1	1	2	3	2	2	2	14

Alongside the Strategic Plan for Greenways, a local campaigner has carried out basic scoping exercises at **NI Greenways**⁴³. This identifies an additional two potential greenways that follow the routes of decommissioned tramways into Newry. These are:

- Newry to Bessbrook
- Newry to Warrenpoint

This proposed network, provides north south connectivity between major settlements from Newry in the west of the district, and Downpatrick in the east. A clear limitation of this proposed network is the lack of east west connectivity between the settlements to west of the Mourne Mountains, and those to the east. To bridge this gap in the network we propose exploratory optioneering for a greenway linking **Newcastle and Newry**.

⁴³ nigreenways.com



Quality

Although greenways in Northern Ireland have been delivered to a high standard in recent decades, there are examples of other infrastructure across Northern Ireland and in Newry Mourne and Down, that does not meet best practice. Committing to a minimum set of principles will ensure a high quality network of greenways is delivered across the district that will benefit all potential users.

Width: Greenways should be of adequate width to ensure comfortable sharing of space between cyclists and pedestrians. We recommend paths should be minimum of 3m wide, and ideally at least 4m. Separate pedestrian paths should be considered, if space allows, at sections of high demand.

Surfacing: A dry flat surfacing should be used throughout a greenway route. In most situations this should be a sealed surface, probably asphalt. In situations where there are

more ecological or aesthetic sensitivities a resin bound surface. If a non-sealed surface is used, this needs to be regularly maintained to ensure it does not break up. Good drainage should also be implemented to ensure the path doesn't flood.

Access: Access needs to be considered for those with protected characteristics, particularly those using non-standard and larger cycles, and those in wheelchairs. Although barriers are sometimes installed to deter mopeds, we think this should not be done at the cost of disadvantaging the above users. New greenways should avoid barriers, using appropriately spaced bollards to deter motor vehicles. Stairs and steps should be avoided, while ramps should not ideally have a gradient of no greater than 5% (8% is the absolute maximum where there is no other option).

Lighting: Greenways without lighting serve a leisure function. But if a route is going to be used by utility cyclists and pedestrians, particularly during the winter, then lighting needs to be used. Ecological considerations may mean this is not possible during the entire length of a route, and ecologically sensitive lighting should be used if possible. Lighting should be considered a particular priority as a greenway approaches a built-up area.

Ecology: Constructing a greenway is a destructive activity and can lead to ecological damage and potentially habitat removal unless done sensitively. We suggest committing to a principle of ecological net gain when implementing greenway projects. This would involve two phases:

- Construction and mitigation: Ecological surveys should be carried out prior to construction, and appropriate mitigation steps taken during the works if ecological constraints are found
- Enhancement: Features that enhance ecology should be considered as part of greenway construction, this will involve tree and fauna planting and habitat creation.

Space Activation: Greenways have an important transport function, but they can also be similar functions to a park, or act as a community hub, being places where people choose to sit, rest and gather. Green travel corridors and indeed all greenspaces can be hugely enhanced with features that encourage and enable these behaviours. Features could include: seating and benches, shelter, play features, ecological and wildlife areas and enhancements, public art, interpretation and information boards, drinking fountains and public toilets, and cycle repair stations and pumps.

Sustrans have put together a more detailed set of principles and design guidance for greenway routes that we recommend adhering to:

www.sustrans.org.uk/for-professionals/infrastructure/sustrans-traffic-free-routes-and-greenways-design-guide

Recommendation NMD-GN-S: Adopt a minimum quality standard for greenways.
This should meet the principles set out above

Existing Greenways

Newry to Portadown (and Craigavon) Greenway

An existing 27km greenway connecting Newry with Portadown in Armagh, Banbridge. This route is well loved and well used as a local leisure route. The facility functions very well in its current form and is a good prototype for future greenways in the district. Despite being very popular, there are still some improvements that could be delivered.

Recommendation NMD-GN-NP-01: Remove Access barriers on Newry to Portadown Greenway.

While it's important to prevent motor vehicle access to a traffic free route, this shouldn't come at the expense of users of the route who may be disadvantaged by the intervention, such as people in wheelchairs, parents with prams, or people using cargo bikes or other adapted cycles.

Recommendation NMD-GN-NP-02: Carry out a business case assessment/ feasibility study looking into providing lighting along the greenway. Although the greenway is an excellent facility for daytime and summer use, the lack of lighting means it's less appropriate to use in the winter or at night.

Recommendation NMD-GN-NP-03: Carry out a feasibility study at improving access to the greenway through additional ramps or short walking and cycling connections

Feedback from engagement suggests that there are a lack of access point the greenway, with some stakeholders pointing out that 'once you are on the greenway you're stuck on it'

Recommendation NMD-GN-NP-04: Investigate path widening at critical points.

Feedback from our engagement has notified us that the greenway is an overwhelmingly popular facility, and space can be constrained at points. We recommend conducting assessment of path widths and user conflict to establish whether path widening is necessary.

Recommendation NMD-GN-NP-05: Investigate enhancements along the greenway:

Such as seating and benches, play features, ecological enhancements, public art, interpretation and information boards, drinking fountains and public toilets, and cycle repair stations and pumps.

Carlingford Lough Greenway

The Carlingford Lough Greenway runs south from Newry along the south western side of Carlingford Lough to Omeath and Carlingford in the Republic of Ireland (with potential to extend to Dundalk). This route is currently in delivery, with some sections finished and other sections to be delivered. In Newry, Mourne and Down, a section between Newry and Victoria lock has been completed, while in the Republic of Ireland a section between Carlingford and Omeath has also been completed. A planning application to complete the 'missing link' section from Victoria Lock south to the border has now been approved. Although we haven't seen specific plans we have concerns that the new shared cyclist walking path is being reported as 2-3m wide⁴⁴

Recommendation NMD-GN-CL-01: Complete the missing link between Victoria lock and Omeath by 2023. This new section of greenway should be delivered to the levels of service we have mentioned above.

Recommendation NMD-GN-CL-02: Review the accessibility, surfacing and widths of the Newry to Victoria lock greenway against the standards outlined above. If the greenway doesn't meet the standards set out above investigate feasibility of improving standards.

Recommendation NMD-GN-CL-03: Investigate the feasibility of implementing lighting throughout all, or key sections of the greenway. This would transform the route from leisure route into a key utility route that remains accessible throughout the winter.

⁴⁴ www.newry.ie/news/carlingford-lough-greenway-progresses-to-next-stage

Newry Greenway Connection

The Carlingford Lough Greenway ends at Albert Basin about 1.5km south of the start of the Newry to Portadown towpath. Despite the proximity of these greenways start points, there is currently no safe way to cycle between the two greenways through Newry City Centre. Delivering this connection would enable safe cycling all the way from Craigavon to Carlingford. In the long term, depending on the progress of other greenway sections, this may potentially enable safe cycling from Belfast to Dundalk. See Chapter 6 for specific recommendations.



Visualisation of Newry Greenway Link

Proposed Future Greenways

Identified in the **Strategic Plan for Greenways (2016)** and with extensive informal feasibility on the NI Greenways website, there are 6 potential future greenways that could be developed in Newry, Mourne and Down.

Newry to Bessbrook Greenway

A short 5km former tramway between Newry and Bessbrook has huge potential as a local greenway. This route, would enable local leisure and utility trips between Newry suburbs and settlements to the northwest.

Running under the Craigmore viaduct, a short section already exists in the form of a traffic free path that makes up part of NCN 9. The urban density around the suggested alignment as it enters Newry is a potential constraint, particularly around the Newry Leisure Centre. A blended approach to the greenway may need to be considered with some of the route being entirely traffic free, with other sections on road separated from traffic, or on quiet streets. The cost is estimated at £1 million by NI Greenways.

Recommendation NMD-GN-NB-01: Carry out feasibility study, including alignment optioneering and stakeholder/landowner mapping of the Newry to Bessbrook Greenway. Commit to delivering the greenway in some form, or having completed some sections by 2030

Newry to Armagh Greenway

The route of the Great Northern Railway between Newry and Armagh has huge potential as a 27km greenway. The project would involve the refurbishment of Lissummon and Loughgilly railway tunnels, which would come at a substantial cost. In addition to potential issues around land ownership and ecology, there are also constraints around alignment entering the built-up areas, particularly around Hamiltonsbawn and Markethill, the project would need to be delivered by both Newry, Mourne and Down and Armagh, Banbridge and Craigavon District Councils and would require extensive collaboration.

Given the constraints around urban areas, a blended approach may need to be considered. While most of the greenway would be traffic free, in built up areas the greenway may need to be aligned on highways, using either segregation or quiet streets. The cost is estimated at around £5 million by Ni Greenways.

Recommendation NMD-GN-NA-01: Carry out feasibility study, including alignment optioneering and stakeholder/landowner mapping of the Newry to Armagh Greenway. If the project is feasible, commit to delivering the greenway in partnership with ABC, in some form by 2030.

Comber to Newcastle via Downpatrick

A traffic free route between Comber and Newcastle via Downpatrick has the most potential of all greenway projects in this district. This 55km route would follow the alignment of the Belfast and County Down railway and link to the popular, existing, Belfast to Comber Greenway. If a 6km spur to Ballynahinch is also implemented, this route would provide considerable connectivity between the largest settlements to the east of the district (Downpatrick, Ballynahinch, Newcastle, and Saintfield) and would facilitate longer cycling journeys all the way to Belfast.

An initial feasibility study was carried out by Doran Consulting. This found that there were significant challenges to delivery through some sections of the route, particularly through urban areas such as Downpatrick, Comber and Burren. Although the feasibility study looked at some alternative on-road options through these challenging areas, this wasn't examined in great detail and could be revisited. The feasibility study recommends that alternative alignments through certain sections should be investigated further. Given the constraints identified around urban areas, a blended approach would need to be considered, with the greenway alignment using high quality low traffic roads, or protected cycle tracks through urban areas.

This study also identified issues around land owner and stakeholder objections, particularly with objection from the Ulster Farmers Union, and railways. Doran consulting conceded that a limitation of their study was a lack of comprehensive landowner and engagement and recommended that this would need to take place if the project were to progress.

Despite the constraints around this route, this document recognises the enormous potential of the Comber to Newcastle Greenway and recommends that NMD continue with the project. NI Greenways estimated the project would cost around £8.2 million. Delivery would involve collaboration with Ards and North Down District Council.

Recommendation NMD- GN-CN-01: Review the Doran Consulting feasibility study and investigate alternative alignments where constraints are highlighted. Identify any deliverable sections in the study.

Recommendation NMD-GN-CN-02: Carry out an extensive landowner and stakeholder engagement process around identified feasible alignments in the route.

Recommendation NMD-GN-CN-03: Commit to working with Ards and North Down District Council to deliver some sections of the route by 2030.

Downpatrick to Ardglass Greenway

This greenway route, following the alignment of the Downpatrick, Killough and Ardglass Railway, would link Ardglass to Downpatrick and beyond. The route would run for around 13 kilometres. There has been interest from a local heritage group around reopening this route in the long term, so management of this stakeholder would be key in delivery. There are also some constraints where the route enters built up urban areas. Relatively little feasibility work has been done on this route. The route is estimated at costing around £2million by NI Greenways.

Recommendation NMD-GN-DA-01: Carry out feasibility study, including alignment optioneering and stakeholder/landowner mapping of the Downpatrick to Ardglass Greenway. If the project is feasible, commit to delivering the greenway in some form, having completed some sections by 2030.

Ballynahinch Spur

This short greenway spur, would link into the proposed Comber to Downpatrick greenway. The route is around 6km and would facilitate connections between Ballynahinch and Saintfield particularly. Relatively little feasibility work has been done on this route. Unlike other greenway routes proposed, almost all the alignment seems relatively intact. The route is estimated as costing around £1million by NI Greenways

Recommendation NMD-GN-BS-01: Carry out feasibility study, including alignment optioneering and stakeholder/landowner mapping of the Ballynahinch Spur Greenway. If the project is feasible, commit to delivering the greenway in some form by 2030

Banbridge to Newcastle Greenway

This 36km route, along a branch of the Great Northern Railway would link Newcastle with Banbridge in Armagh, Banbridge and Craigavon District Council. The greenway would also link to Castlewellan. Very little feasibility work has been done on this project, but there appear to be constraints where the route enters built up environments, particularly Newcastle. As with all greenway projects, land ownership and ecological constraints are challenged. The project may need to take a blended approach, with parts of the route being aligned on road. Despite this, sections of the old railway path do appear intact

The project would need to be delivered by both Newry, Mourne and Down and Armagh, Banbridge and Craigavon District Councils and would require extensive collaboration. The cost is estimated at around £5.4 million by NI Greenways.

Recommendation NMD-GN-BN-01: Carry out feasibility study, including alignment optioneering and stakeholder/landowner mapping of the Banbridge to Newcastle Greenway. If the project is feasible, commit to delivering the greenway in partnership with ABC, in some form, having completed some sections by 2030

Newcastle to Newry Greenway

A gap in the proposed network is an east-west connection across the district. To address this, a greenway between Newcastle and Newry would link the eastern and western 'halves' of the network.

There is no decommissioned railway line to use as the basis of a route, and so no obvious alignment. The Mourne Mountains prevent an evident physical barrier between the two settlements. Despite this we recommend exploring options for a route to the north of the Mourne Mountains, or a coastal greenway. Land ownership will be a significant issue, and it's likely that large parts of the greenway may need to be on highway.

Recommendation NMD-GN-NN-01: Carry out an optioneering study looking at potential alignments for a Newcastle to Newry Greenway. If a feasible alignment is identified, commit to delivering the route in some form by 2030.

Newry to Warrenpoint Greenway

A greenway route between Newry and Warrenpoint has been proposed along the route of an old tramline. A desktop study has revealed that, with the exception of a path around the back of the Greenbank Industrial estate in Newry, most of the old tramlines are now part of the A2.

Instead of a greenway, it seems more feasible to implement segregated cycle tracks along the A2 between Newry and Warrenpoint. We have proposed a local greenway in the Newry (chapter 6) section of the masterplan.

Prioritisation and Delivery

Greenways are by their nature, large scale and complex projects that require a good deal of feasibility work extensive negotiation with landowners, ecological surveys and planning work. These are huge projects, the scale of work required can seem daunting and potentially stall progress, particularly if funding is an issue.

It's important to have a long-term vision for a network of continuous greenways across the district. But a focus on the long term should not come at the expense of short and medium-term improvements to the network. As whole routes, almost all the greenways reviewed above will be challenging to complete, but some sections will be significantly easier to deliver. These sections, particularly if they connect into settlements (but even if they don't) are likely to become invaluable resources to local people.

Recommendation NMD-GN-P: Implement a greenway prioritisation and delivery framework.

During feasibility work, divide each greenway into short granular sections (<3km) for delivery. After feasibility work, run a prioritisation process evaluating each short section against cost, land consent, strategic value, local value and technical deliverability. Aim to deliver short sections of greenway according to the outcomes of this process, and as funding opportunities arise.

5.2 Quiet Lanes

Newry, Mourne and Down is a mostly rural area, with around 60% of residents living in smaller towns and villages. Much of the road network in the district is made of smaller country lanes or roads. These are often characterized by narrow road width, poor visibility and lack of footways. These rural roads are places where conventional cycle and pedestrian infrastructure and/ or traffic calming, such as footways, cycle tracks or signalised crossings would be inappropriate.

Instead we have proposed a network of Quiet Lanes across the district. This network will be mostly on smaller, unclassified rural roads. They will usually connect smaller settlements. Quiet Lanes are roads where the speed and volumes of traffic are low enough for pedestrians and cyclists to use the carriageway, but other measures are provided to indicate to road users that the whole surface of the lane is likely to be used by pedestrians, equestrians and cyclists as well as motorised traffic.

LTN 1/20 (referenced in Chapter 4) specifies that on rural routes, it will generally be acceptable for cyclists and pedestrians to share the road with traffic where volumes of motor vehicles are less than 1,000 vehicles a day where speeds are less than 40mph. LTN 1/20 also makes mention of the Quiet Lanes designation and suggests that this may be appropriate on rural lanes where actual speeds are under 40mph and motor traffic volumes are less than 1,000 vehicles a day. Effective monitoring is key to understanding whether a road meets these criteria and can be designated a Quiet Lane.

Recommendation NMD-QL-1: Adopt a minimum standard for Quiet Lanes (Volume < 1,000 vehicles a day/ Speed < 40mph 85th percentile). Ensure proposed Quiet Lanes are monitored comprehensively to ensure they meet this standard. Monitoring should take place before and after any measures are implemented.

Quiet Lane Measures

If an alignment doesn't currently meet the minimum standard proposed above, then a suite of measures are appropriate:

Signage (on carriageway/off carriageway)

In some cases, where volumes and speeds are already low, signage may be sufficient. Signage should indicate to drivers that they are entering a Quiet Lane, and that the whole surface of the lane may be used by pedestrians, cyclists (or equestrians). On carriageway and repeater symbols may need to reaffirm the speed limit, encourage drivers to drive slowly, and remind them of the presence of pedestrians and cyclists.



Quiet Lane Signage



Driver Wayfinding

As Quiet Lanes will be aligned along smaller roads, they are unlikely to be the most direct route between two settlements. Encouraging drivers to use larger roads through improved wayfinding and signage on these roads, while removing wayfinding and signage directing them along Quiet Lanes, will reduce traffic volumes.

Speed Limits

The default speed limit outside built-up areas in Northern Ireland is 60mph. This is not an appropriate speed for cyclists and pedestrians to share the road with vehicles. Although lower speed limits can be difficult to enforce on a rural road, setting a lower speed limit on Quiet Lanes will encourage at least some drivers to drive more slowly. Ideally, the speed limit should be 40mph on Quiet Lanes, but this may depend on local context

Traffic Calming

Where speeds remain high both virtual and vertical traffic calming may be reduced. Virtual traffic calming could involve removing the centre line, which has been demonstrated to reduce speeds, or using different coloured surfacing at the edges of the carriageway.

Vertical traffic calming such as buildouts using kerbs, gates or planters may also help to reduce speeds. These should be carefully designed to ensure pinch points don't endanger cyclists. Median strips (potentially grass medians), or implementing footways may also slow vehicles speeds.



Quiet Lane with gateway features

Visibility improvements

Rural roads typically have poor visibility, due to hedgerows, or other vegetation. It may be necessary to cut back or remove vegetation at key points on a Quiet Lane, particularly at sharp bends, where visibility is poor. Engagement with landowners and maintenance are key factors to consider when proposing to remove or reduce vegetation. Convex mirrors installed at bends may also help with visibility.

Surfacing improvements

Surfacing is an issue on many rural roads. It may make sense to prioritise Quiet Lane roads for resurfacing or resurface them more regularly. Resurfacing rural roads may make them

more attractive for drivers however, so vehicle volumes and speeds should be carefully monitored.

Crossing points/ Interaction with major roads

At points Quiet Lanes will meet or cross larger or major roads. Interaction with these larger roads may need to be facilitated through infrastructure. Signalised crossings, such as Pegasus crossings or parallel zebra crossings may need to be implemented, while changing the priority in the direction of the Quiet Lane or reinforcing priority through new road marking may be appropriate in interactions with slightly smaller roads.



Quiet Lane with wide grass verges

In some cases, Quiet Lanes alignments may turn onto and off major roads, perhaps using these larger roads for short stretches. At these points, short stretches of segregated cycle infrastructure or shared footways, and crossing islands or protection pockets may be needed.

Recommendation NMD-QL-2: Deliver a network of Quiet Lanes across Newry, Mourne and Down. Aiming to deliver a Quiet Lane connection between Newry, all 7 towns and 28 villages by 2031

Quiet Lanes should meet the minimum standard recommended in NMD-QL-1. Further scoping and feasibility work will need to determine the alignment and interventions required on Quiet Lanes routes.

5.3 School Streets

A School Street is a road outside a school with a temporary prohibition on motorised traffic at school drop-off and pick-up times. Traffic restrictions can be enforced using access signs, temporary bollards, and in some cases automatic number plate recognition (ANPR) cameras. Generally, there are exemptions for residents and blue badge holders. Usually the restriction is enforced for 45mins-1hour at morning and evening pick up and drop off.



Benefits of School Streets

Healthier Children

- Active school travel helps school-aged children meet the recommendation to accumulate at least 60 minutes per day of moderate to vigorous physical activity, which is linked with improved physical health.
- Active school travel is associated with mental health benefits including reduced stress, depression and anxiety; as well as increased happiness.
- Reduces childhood obesity

Less Traffic and Pollution

- Reducing the number of children being driven to school reduces particulate air pollution around the school; this improves air quality and reduces associated risks of lung and cardiovascular diseases.

Healthier and Safer Communities

- Reducing traffic volumes creates safer school zones. Improving walking and cycling routes to school also enhances the safety, connectivity and quality of life for the community as a whole.

Better Academic Performance

- The increased physical activity specifically associated with the school journey has been found to increase alertness and attention during the school day.
- Physical activity supports healthy brain development, which can lead to improved learning and academic outcomes.⁴⁵
- A recent report led by Dr Adrian Davis, professor of transport and health at Edinburgh Napier University, sets out the findings of a review of existing literature on the impact of school street closures. Alongside increasing active travel, the findings suggest that in almost all cases, the total number of motor vehicles across school street closures and neighbouring streets reduced.

“It is noteworthy that such a simple intervention can have really positive impacts in terms of increasing children physical activity levels and with this the associated improvements in wellbeing. School street closures looks to be a win-win for residents, schools and children and their families.” – Dr Adrian Davis⁴⁶

Case Study

In 2019, Sustrans was commissioned by the London Borough of Enfield to deliver two School Streets; one at St Monica’s Catholic Primary School, and the other at Oakthorpe Primary School.

Both schools are located within narrow cul-de-sacs, which resulted in pick-up and drop-off being particularly chaotic due to many cars stopping, reversing and turning in the road. This created road safety issues for the pupils attending the schools and an unpleasant environment for residents who lived on the street.

Sustrans provided extensive support in regard to engagement, ensuring that residents, local business owners, and other members of the local community were brought along for the duration of the project. Equally, Sustrans worked closely with each of the schools, holding meetings with staff and parents, and planning and running fun activities (such as a Christmas fete) to create enthusiasm and buy-in to the schemes.

⁴⁶ www.napier.ac.uk/about-us/news/school-street-closures

A recent survey undertaken at St Monica's Catholic Primary School has indicated that there has been a 28% decrease in the number of children travelling to school by car in October 2020 compared to September 2019. Pupils also report increased levels of all types of active travel.

Walking +6.5%

Cycling +8%

**Scooting/Skating
+9.75%**

Car -28%

Change in percentage of children arriving to school by different modes of transport at St Monica's Catholic Primary School between September 2019 and October 2020 (before and after introduction of School Street)



Further information

There is an increasing amount of guidance and research on School Streets, and these materials may be beneficial when developing a School Streets strategy. Notable examples include:

- School Streets: Timed Traffic restrictions Toolkit for Professionals, London Borough of Hackney⁴⁷
- School Streets: Reducing children's exposure to toxic air pollution and road danger, Mums for Lungs & Possible⁴⁸
- School Street Closures and Traffic Displacement Project: A Literature Review with semi-structured interviews, Edinburgh Napier University⁴⁹

⁴⁷ news.hackney.gov.uk/hackney-council-launches-nationwide-blueprint-to-ban-traffic-outside-schools/

⁴⁸ static1.squarespace.com/static/5c61621bab1a620ddea3ce27/t/5ffc92db4a46e1130cfd8d9a/1610388193174/School+Streets+-+Possible.pdf

⁴⁹ www.napier.ac.uk/about-us/news/school-street-closures

Recommendation NMD-SS-01: Develop a School Streets strategy for Newry, Mourne and Down.

Newry, Mourne and Down should develop a School Streets strategy, setting out an approach to delivering School Street schemes across the local authority. A key aspect of the strategy will be a developing a methodology for selecting and prioritising schools.

Recommendation NMD-SS-02: Deliver School Streets outside schools that need them most by 2025.

After developing a School Streets strategy and methodology for prioritising schools, Newry, Mourne and Down must deliver School Streets at schools which have been identified as most in need by 2025. The example methodology proposed by the Hackney Toolkit for Professionals is a selection matrix, assessing criteria such as NO2 levels, mode share of active travel, road collisions and impact on traffic.

5.4 Cycle Parking

Demand for cycle parking is almost always underestimated - however much cycle parking has been provided, there will always be times when it becomes over capacity.

There is some cycle parking in Newry, Mourne and Down: In Newry there are cycle stands at a few locations in the town centre and secure covered parking at the train station, while in Newcastle cycle stands have been provided as part of recent urban realm improvements along Central Promenade. If the proposals in this document are implemented, significantly more trips are likely to be cycled, and much more cycle parking will be needed.

On-Street Cycle Parking

In general, on street cycle parking should be kept simple. Sheffield stands - toast rack style stands usually provide the simplest and most ergonomic cycle stands. Steer clear of cycle parking that is too decorative or unusually shaped.

On-street cycle parking should be situated in an as accessible and obvious area as possible, and as close to the location it is serving as possible. Spacing should be appropriate, with enough space for adapted cycles to be secured at key locations.



Sheffield stands next to a cycle track

Specific proposed locations of on street cycle parking in urban areas can be found in the town plans (Sections 5-14)

Secure Cycle Parking

At key locations such as transport hubs or large workplaces, residents might want to leave their cycles for a long period of time, potentially days. In these circumstances, providing secure protected cycle parking can be appropriate. This secure cycle parking will often be



Secure cycle parking facility

protected by a structure. CCTV monitored structures tend to be more usable than security codes or fobs. If two tier cycle parking is used, this should be accessible to all.

Cycle Hangars

For those that own cycles, storage at home can be an issue. Houses or flats, may not have outside space, or room inside the property to store a bike. Even with gardens or outside space, cycles often last longer and in better condition if they are kept covered.

Cycle hangars, on street secure storage for residents have been rolled out in London and other cities in the UK with great success. In London alone, there are now around 2,000 cycle hangars. These secure 'bread bin' shaped structures, take the place of an on-road parking space, and can store up to six cycles. With most schemes, residents pay a small annual fee and are given a nominated space in a one cycle hangar on their street.



Recommendation NMD-CP-02: Implement cycle hangar programme in urban areas.

Consultation with residents will be needed to assess demand.

5.5 20 mph Zones

Slower traffic speeds in built up areas are a key element in improving actual and perceived road safety. This would be especially beneficial for the most vulnerable people in society, including children and people with disabilities. Slower speeds emphasise the dual function of our streets - to improve both place and movement, and incorporating the movement of vehicles in a safer, more inclusive manner.

Studies suggest that 20mph streets can encourage more people to walk and cycle. Evidence from 20mph pilots in Scotland indicates that when people feel safer, they are more likely to walk and cycle. Monitoring before and after the rollout of 20mph across South Edinburgh showed an increase of 7% for journeys on foot, an increase of 5% for journeys by bike and a decrease of 3% for journeys by car⁵⁰



20mph limit outside a school

A reduction in the national default speed limit in built-up areas from 30 mph to 20 mph would ensure that the majority of journeys walked or cycled could be

⁵⁰ Edinburgh City Council, 2013. South Central Edinburgh 20mph limit pilot evaluation

made along streets with slower speeds. In some cases, we would support 10 or 15 mph speed limits where appropriate, for example people prioritised streets in areas of high footfall and where cars are seen as guests. Whilst studies suggest people do drive more slowly on 20 mph streets than corresponding 30 mph streets, motorists do not always observe the present official speed limits. Making 20 mph universal for all areas should go a long way to changing driving habits in urban areas, however for some streets we advocate the use of 20 mph in parallel with other measures including the redesign of streets, and enforcement where necessary, to reinforce reduced driving speeds. This approach is commonly known as 20 mph zones.

6. Newry

Newry is a small city of around 27,000 people (as of 2011 census) It is the political and economic capital and the largest settlement in Newry, Mourne and Down. Around 34 miles South of Belfast and 67 miles north of Dublin, it is situated at the head of Carlingford Lough, and spans the Clanyre River. The city lies in a valley between the Mourne Mountains to the east and the Ring of Gullion to the south west. Newry

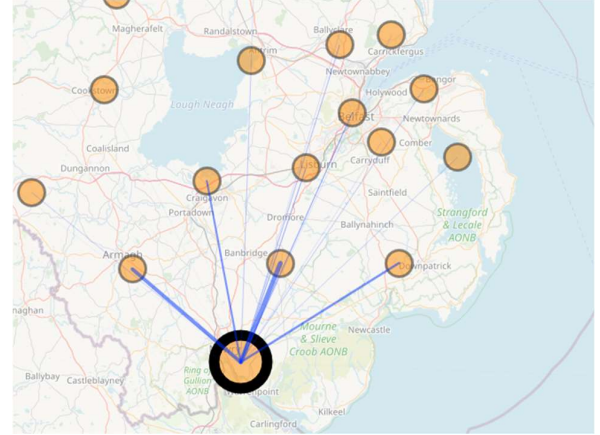
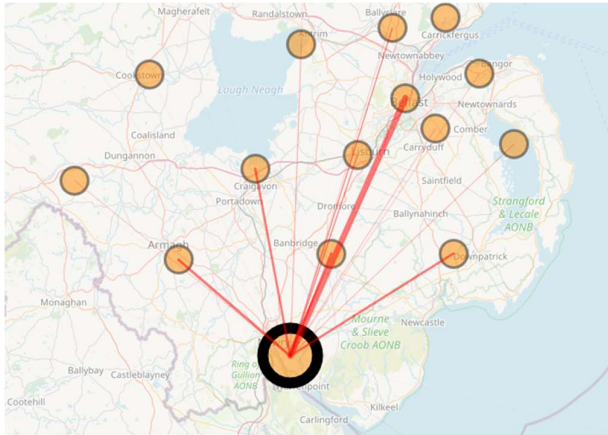


has developed along the banks of the river and the eastern and western suburbs of Newry extend up steep hills either side of the city centre. This gives the urban centre a long and somewhat 'thin' shape

Smaller settlements in the vicinity include: Warrenpoint, Bessbrook, Mayobridge, Burren, Camlough and Cloughoge

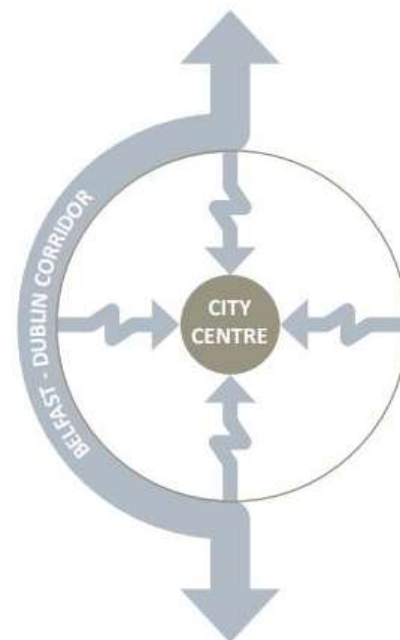
One of the oldest settlements in Ireland. Newry has a history as a market town and from the 18th Century became a major port. The Newry canal, which runs adjacent to the river, was built to support Newry's maritime economy. Much of Newry city centre has a medieval layout, although parts of the historical centre, particularly those around the river, have fallen into disrepair. Other parts of the medieval centre have been demolished to create roads, newer buildings or car parks.

Movement



Newry is situated just off the A1 on the Eastern Seaboard (A1/N1 Belfast-Dublin) Key Transport Corridor. The A2, a large strategic road carrying freight from Warrenpoint, one of the largest ports in Northern Ireland, also runs through the city. This generates a lot of traffic; HGVs and other freight vehicles are particularly common. Newry is also a local and regional retail and economic hub and centre of employment

The city centre and its environs are dominated by large, multilane radial roads such as the A2, the A27, the A28 and Dublin Road. While on-street parking is common, extensive tracts of urban space also are taken up by off street car parking. Despite the space given to motor vehicle infrastructure, serious congestion and the lack of available parking spaces are seen as longstanding problems in the city. Movement around the city has clearly not been aided by the assumption that assigning more space to motor vehicles, either through wide roads or more parking spaces would solve these issues.



Newry City Centre Movement (Newry City Centre Masterplan 2011)

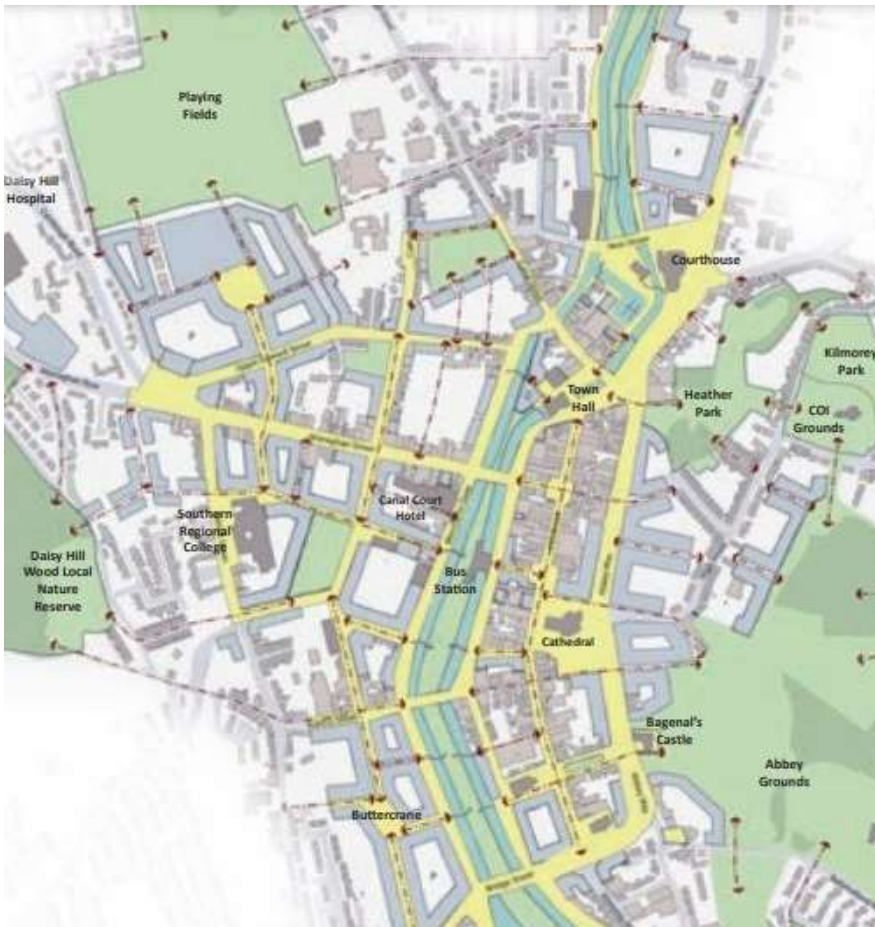
Amongst critical public feedback on the city, the most commonly raised was traffic and car parking. Genuine concerns exist amongst elected representatives, business owners and the general public regarding the extent of congestion in the city centre and the availability of free car parking. (Page 11) Newry City Centre Masterplan 2011

Newry is around 1.5km east to west and around 5km north to south. Despite the steepness of the terrain in some eastern and western suburbs, a city of Newry's size should be ideally suited to walking and cycling, particularly around its compact historical centre. Unfortunately, the dominance of large distributor roads in the city centre and suburbs, combined with the lack of infrastructure for active travel, mean cycling and walking are not modes of transport used all that commonly in the city. Severance is compounded by the Clanyre River and Newry Canal.

Newry is relatively well served by public transport compared to other settlements in the district. It is located on the main train line between Dublin and Belfast, and there are regular trains. Newry train station is located about 3km to the north east of the city centre and is difficult to access on foot or bike. A park and ride service is situated adjacent to the train station

In comparison with other nearby towns, Newry is also well served by local bus routes. Longer distance bus routes start and terminate at Newry Bus Centre on the 'middle bank' between the Clanyre River and Newry Canal.

Newry City Centre Masterplan



Newry Masterplan Proposals (Newry City Centre Masterplan 2011)

The Newry City Centre Masterplan (2011) sets out a vision for a long-term transformation and development of Newry City Centre's urban realm and cityscape. The masterplan assesses and evaluates current urban issues and challenges, while setting out a number of strategic and specific proposals.

Issues and challenges identified that are relevant to this document are:

Traffic Congestion - with severe congestion afflicting access roads and the city centre. Traffic congestions is a factor in dissuading people from visiting the city

Parking: or a perception of a lack of availability among Newry residents is an issue. The documents point out that there are a huge number of parking spaces in the city, and a more significant problem is the regulation, encouraging long stay parking, or parking spaces being located in the wrong space. The document notes that the historic and natural assets of the city, in particular the waterfront areas have been compromised by provision of car parking.

Pedestrians and Cyclists: face a hostile and inhospitable urban environment. With dangerous crossings, noise, air pollution, poor pedestrian realm and lack of cycle routes being significant

issues. The document proposes a new hierarchy of movement, with pedestrians and cyclists at the top. While also making the case for streets as public space, rather than just vectors to move traffic.

Lack of Active Frontage: contributes to city streets not feeling like 'places'. The document proposes a revitalisation of public space, which would include encourage building, particularly businesses to develop active frontages. This would go hand in hand with measures that enable more cycling and walking.

Visualisation of car parks in Newry (Extract from Newry 2020 presentation)



Future project proposals relevant to this document are:

Waterfront Park/Newry Super Greenway: A new waterfront city park between the Newry River and Canal. This would also include a link to the Portadown and Carlingford greenway routes. This would involve the relocation of car parking and potentially Newry Bus Centre in the long term.

Town Hall Civic Space: Regeneration and extension of the Newry Town Hall and adjacent arts centre would include a new public square and civic space on the banks of the Clanyre River. This redevelopment would also include a new public path along the canal.

Cathedral Setting Redevelopment: Opening up the area around the cathedral to pedestrians and creating new public space. Also providing pedestrian and cycle access from Hill Street through to Abbey Way.

Abbey Way Re-design: Reimagining Abbey Way as an urban boulevard, with reduced traffic capacity, appropriate crossing, better footways, active frontage and enhanced public realm.

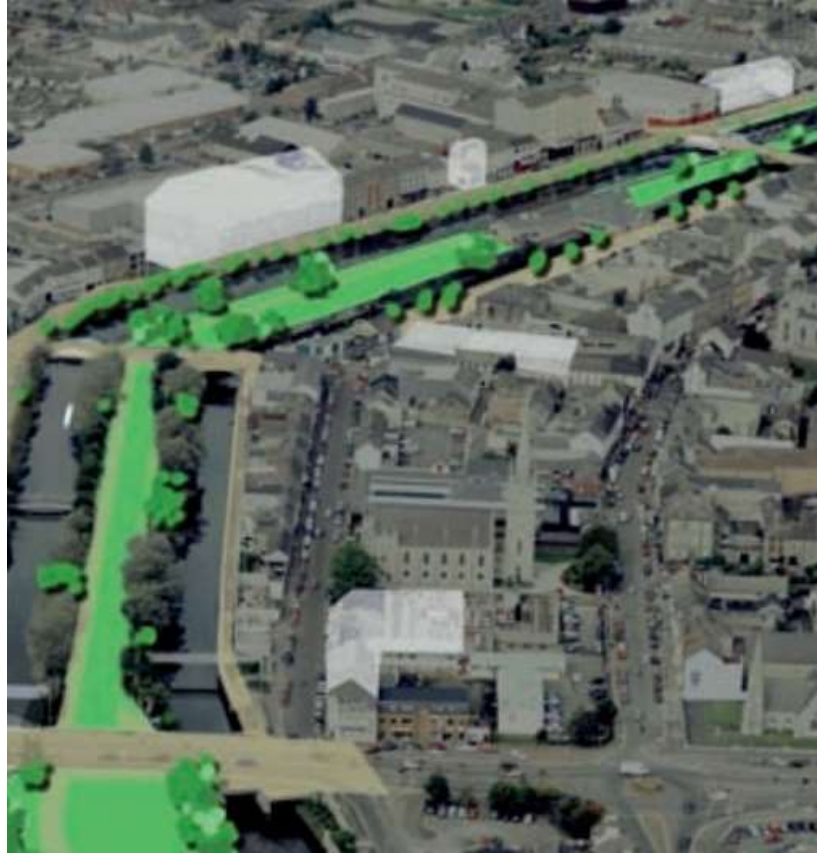
Hill Street/Francis Street/ Canal Street /Monaghan Street Public Realm: Public realm and pedestrian centred improvements at these busy city centre retail focused streets.

Four Parks Enhancement: Co-ordinated regeneration of green space in the east of Newry. Enhancement to three parks (Kilmorey Park, Heather Park and the Rocks) along with the redeveloped grounds of the old Abbey Christian Brothers Grammar School, would provide a new green chain east of the city centre.

Albert Basin Redevelopment: A focus on civic amenity, urban space, and pedestrian and cycle permeability as part of any longer-term Albert Basin redevelopment.

Freight Distribution Centre: Establishment of a distribution centre with the aim of reducing the volume of HGVs on Newry Roads. Larger goods vehicles could transfer their cargo to smaller lower emission vehicles (potentially even cargo bikes) for lower impact distribution around the city.

Park and Ride: Extension and expansion of existing park and ride facilities at the cities fringes, supplemented by a fleet of low emission buses.



Visualisation of Waterfront Park (Newry City Centre Masterplan, 2011)

Recommendation NWR-MST-1: Proceed with and expedite development of the referenced projects

While the above projects have distinct aims (reducing traffic volume, enhanced public realm, new greenspace). They will all make a substantial contribution to the pedestrian and cyclist experience in Newry.

Redevelopment and Regeneration Projects

Newry is a city undergoing a long-term transformation. Engagement with stakeholders has made us aware of the following largescale projects.

Southern Relief Road

There are longstanding proposals to construct a relief road to the south of the city centre. This would link the A2 south of Newry City Centre with the A1 via a new road bridge over the Clanyre River. The road would link to the Eastern Seaboard Key Transport Corridor (A1/N1 Belfast-Dublin). The primary objective of this relief road is to reduce traffic in the city centre, particularly HGVs. Currently goods vehicles from the port at Warrenpoint that currently must travel through Newry City Centre, before heading south towards Dublin and the rest of the Republic of Ireland. Construction of the southern relief road would allow this freight to bypass the city centre. The scheme is still in development but went through a third round of consultation in 2019. It is concerning that the new road bridge proposed along with the relief road does not provide facilities for pedestrians and cyclists. Nevertheless, if the southern relief road is delivered in conjunction with comprehensive proposals to enable cycling and walking in Newry City Centre, the opportunity to reduce through traffic is a positive.



Visualisation of Southern Relief Road (infrastructure-ni.gov.uk)

Albert Basin

Newry Mourne and Down District Council Council's corporate plan 2021-2023 has identified the 15-Acre Albert Basin Park project as a key action under its strategic objectives. The 15-Acre Albert Basin Park has been added as the 6th project under the Newry City Centre Regeneration Scheme and a recent public consultation on the project was completed in

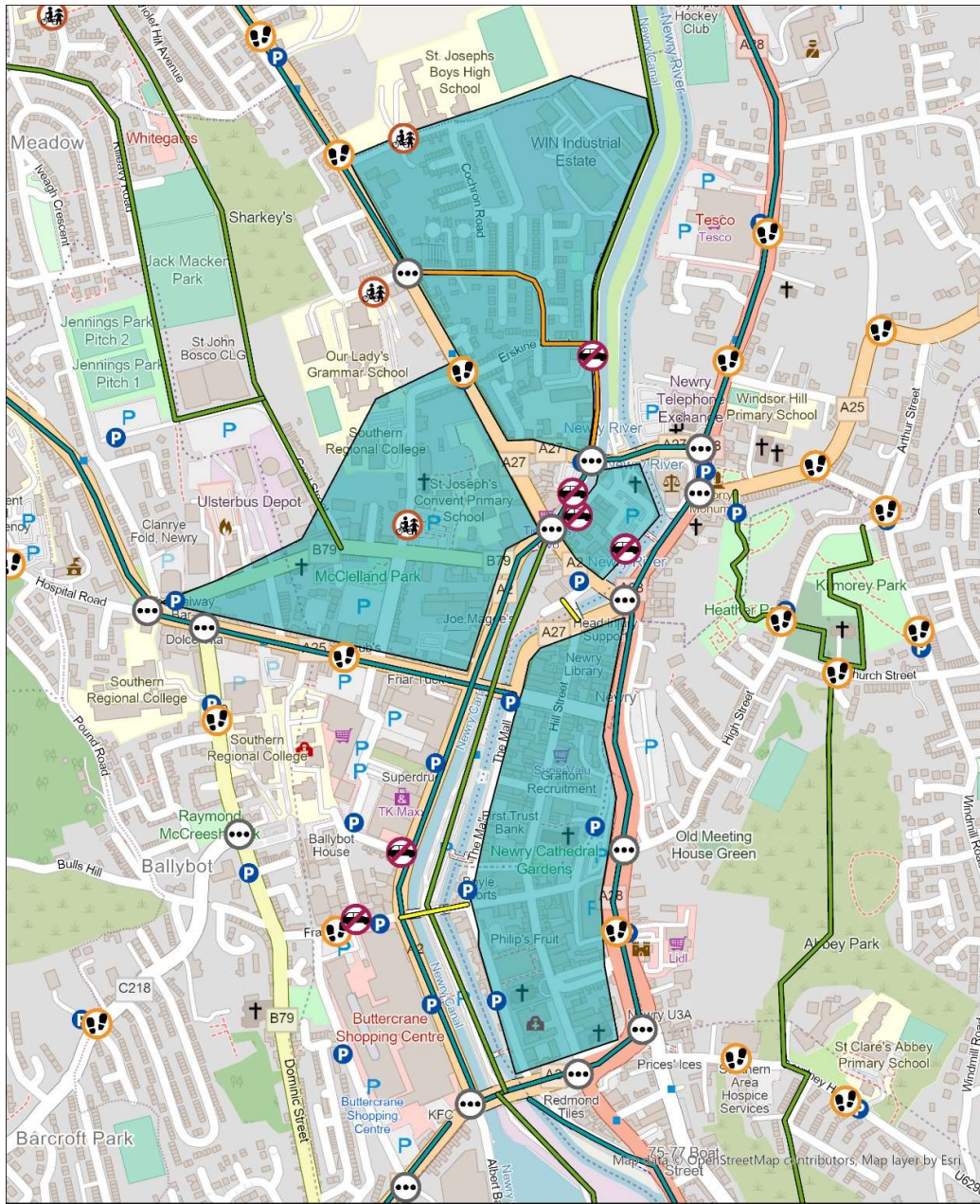
August 2020. Council has appointed a consultant team to prepare initial concept proposals based on the outcome of the public consultation which will help inform the Albert Basin Project Board of the challenges and risks to bring the project forward as well as identify indicative high-level costs.

Newry Town Hall and Arts Centre

Proposals to redevelop Newry Town Hall and the adjacent art centre are at the design stage. Designs currently include a new public space, while also opening up north south cycle and pedestrian connectivity through the southern section of Sugar Island. This is currently derelict and access through the space is not possible

Newry Cathedral

A project to reimagine the space outside of Newry Cathedral is ongoing. Proposals are at design stage and involve creating new public space and enhanced public realm outside the cathedral. Connectivity through this area for pedestrians and cyclists will be facilitated, and the subway under Abbey Way will be refurbished.



- Legend**
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Newry City Centre Proposals

Overview of Proposals

We have developed a comprehensive set of proposals that will transform the experience of cycling and walking in Newry. These are set out in the map above. Our proposals centre on a network of fully segregated cycle tracks, complemented by junction upgrades and greenways. These will traverse the city centre and link it to the surrounding suburbs. Other improvements proposed include Low Traffic Neighbourhoods, Cycling and Walking Bridges School Streets, New Pedestrian Crossings and Cycle Parking.

Greenways

Two high quality, traffic free greenways connect into Newry City Centre. The Portadown Greenway, to the north, runs along the Newry Canal from Canal Quay into the rural hinterland north of the city. The Carlingford Lough Greenway, runs south from Albert Basin to Victoria Lock along a disused railway line. There are plans to link this to the Carlingford to Omeath Greenway in the Republic of Ireland

These safe, traffic free routes are high quality, well-loved and well used by both pedestrians and cyclists. Currently there is no provision for cyclists to link these two excellent routes, through the city centre, while the pedestrian environment for the 1.5km between the two greenways is also poor.

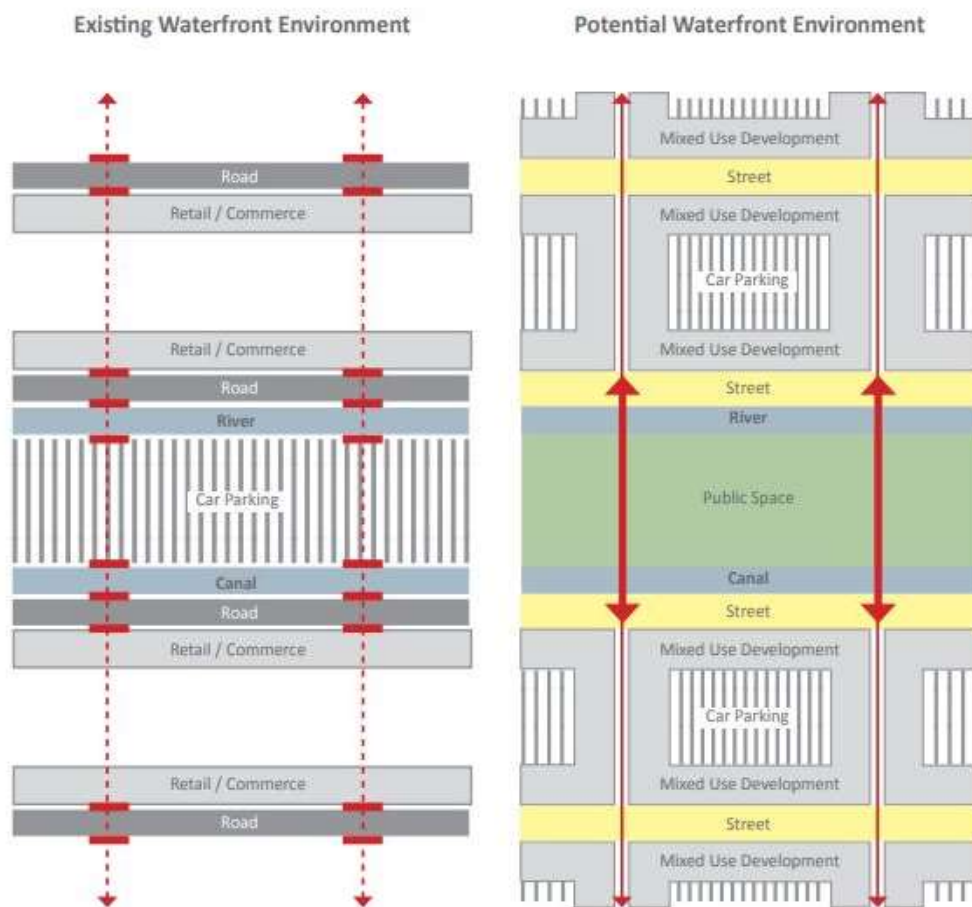
Newry Waterfront Park Greenway

A new linear city park at the heart of Newry City was proposed in the Newry City Centre Masterplan (2011). This would provide much needed public and green space, in a city that lacks a large park. This project would also provide a largely traffic free walking and cycling link between Portadown Greenway and the Albert Basin, where the Carlingford Lough Greenway begins, creating a 'super greenway', which could in the future link Belfast to Dundalk

This new park would be located between the Clanyre River and the Newry Canal and would require the removal of several car parks, potential relocation of the bus station, and the delivery of regeneration projects at Sugar Island and Albert Basin.

Feasibility work has already been carried out on certain sections of this project, both by local group Newry 2020, and NMDDC. Some of the regeneration elements of the project

particularly around Sugar Island are at the design stage (although delivery will depend on landowner consent and consultation). During early engagement and consultation the park received overwhelming support from residents



Existing and Proposed Layout of Waterfront City Park (Newry City Centre Masterplan, 2011)

Recommendation NWR-GW-1: Expedite plans to create a new waterfront park at the heart of Newry, while safeguarding this as a walking and cycling link between the existing two greenways.

This proposal would ensure that an accessible cycling and walking route between Albert Basin and the Portadown canal greenway is safeguarded. In the meantime, connectivity between the two greenways could be provided by a temporary segregated cycle track on Merchants Quay and Buttercrane Quay.

Greenbank Trail

An old railway line runs along the Newry River around the back of the Greenbank industrial estate. This links Kilmorey Street to the A2. While proposals to deliver this as part of an extended greenway between Newry and Warrenpoint don't look feasible, this short section of greenway could become an excellent local leisure route. If a walking and cycling bridge was also delivered as per recommendation **NWR-BR-1**, this could provide an excellent link over to the west of the river, while also linking to the Albert Basin redevelopment. Feasibility work will need to establish deliverability of this proposal.



Greenbank Trail (© Copyright Eric Jones and licensed for reuse under this Creative Commons Licence)

Recommendation NWR-GW-2: Deliver new local Greenbank Trail Greenway

This route would run between Kilmorey Street in the north and the A2/Warrenpoint Road in the south. It should link into existing and future cycling facilities along the A2.

The Quays Greenway

A linear strip of unused greenspace runs parallel to Glen Hill between Dublin Road (outside the Quays shopping centre) and Doran's Hill. Opening this space up as a short community greenway would provide a useful walking and cycling route. This would also create a new community greenspace, while design could incorporate ecological enhancements.

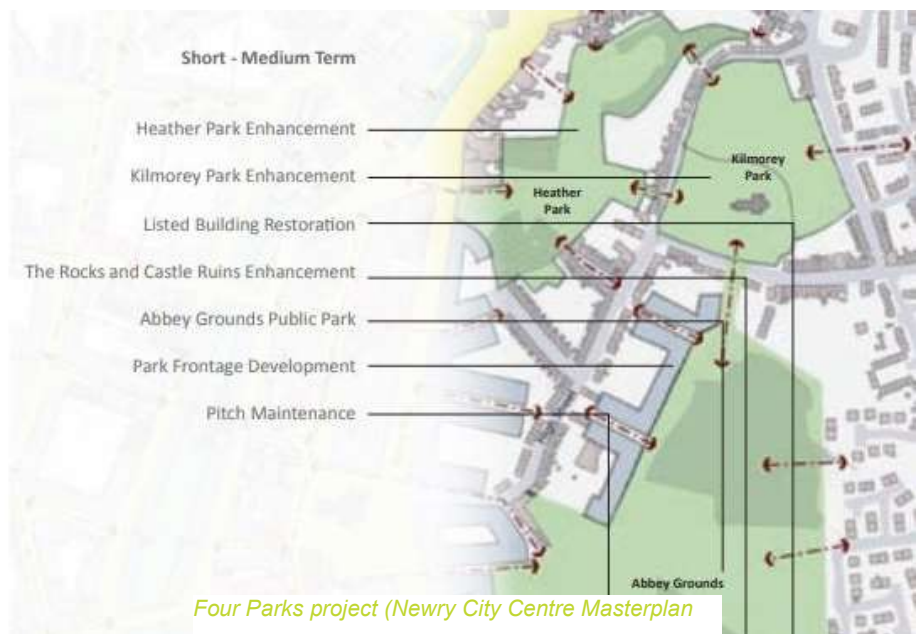
This short 500m greenway should cater for pedestrians and cyclists, be of appropriate width, have good quality surfacing, and be free from barriers and accessible to all. Where it meets roads, the greenway should provide appropriate facilities to allow cyclists and pedestrians to travel

Recommendation NWR-GW-3: Deliver new Quays Greenway

This route would run between Dublin Road (just outside the Quays) to Dorans Hill.

Eastern Parks Link

The Newry City Centre Masterplan (2011) proposes the development and regeneration of four city parks (Heather Park, Kilmorey Park, Abbey Park and the Rocks) to the east of the city centre. If this regeneration goes ahead, it presents an opportunity to implement a new north south traffic free urban greenway in the east of the suburbs.



Recommendation NWR-GW-4: Deliver New Eastern Parks Link

This would run from Heather Park in the north of the city to The Rocks in the south of city. The local greenway would travel through St Patrick's Church Grounds, a new Abbey park, and provide links through Kilmorey Park.

Segregated Cycle Tracks

Safe on-road cycling facilities in Newry are effectively non-existent. Although some advisory cycle lanes have been implemented in the city, most notably on the A27 and the A2, these do not offer enough protection for cyclists on very busy, high speed strategic roads.

Unlike other towns in the district, Newry's radial roads are relatively wide and often contain multiple lanes. Much road space is taken up with hatching or turning pockets. The excess road space on many of these roads provides opportunities for some direct, high quality segregated cycle routes. These will provide connectivity from Newry's outer residential areas to the city centre.

We have proposed several cycle tracks on Newry's radial routes, linking the suburbs to the city centre. In the city centre, we have proposed a 'ring' of cycle tracks encircling the historic centre.

Abbey Way (Bridge Street to Newry Courthouse)

Abbey Way (and Upper Water Street) is the principle north/south through road in central Newry. Extending from Kilmorey Street and a junction with William Street in the south, to Downshire Road and a junction with the A27 to the north. The road is mostly four lanes wide, with an extensive median strip in places and on street parking. Its current configuration means Abbey Way is inhospitable and intimidating for pedestrians and cyclists. There are no safe crossings or cycle facilities and so Abbey Way acts a point of severance for pedestrians and cyclists wanting to travel East/West across Newry, while also limiting the potential for redevelopment to the east.

*Unfortunately for Newry, the town paid a heavy toll for the construction of this route, which involved the whole scale demolition of its medieval street layout (see historical plan below). Today the route severs east / west pedestrian connections, particularly where the two carriageways are split across different levels. **Newry City Centre Masterplan, 2011***

The Newry Masterplan (2011) proposes a complete redevelopment of Abbey Way, with a two-lane boulevard replacing the current layout. This would include, widened footways, greening, and enhanced public realm. Such a project would complement the current pedestrian focused regeneration projects centred on Newry Cathedral and Newry Town Hall. While it's beyond the scope of this cycling and walking focused report to propose detailed public realm redevelopment, we support the recommendations made in the Newry City

Centre Masterplan, particularly if they also include segregated cycle facilities and redesigned key junctions.

This would provide a key North/South cycle route through the centre of Newry. Implementing cycle tracks would require reallocation of road space, potentially one traffic lane, removal of some parking, or reconfiguration of the median strip, but there are few points of potential constraint here, if road space can be reallocated. The route would connect with other segregated cycle tracks proposed below on William Street Bridge, Downshire Road and New Street Bridge.

Recommendation NWR-SG-1: Introduce a bi-directional segregated cycle track along Abbey Way, Upper Water Street, and Trevor Hill (Between William Street Bridge and Newry Courthouse)

The cycle route should also include redesign an upgrade of these junctions:

- New Street
- Sandys Street
- Sugar Island/Upper Water Street
- High Street
- Boat Street
- Kilmorey Street

A25 (Monaghan Street/ Camlough Road)

The A25 provides connectivity to Newry Train Station, Daisy Hill Hospital and Newry Mourne and Down District Council. Implementing cycle tracks for the extent of this route looks to be deliverable but would require reallocation of road space at some points, particularly removal of hatching and turning pockets but also removal of one traffic lane and on street parking at some points. There are points of significant constraint along this route, particularly around the southern extent of Camlough Road and around Monaghan Road where a reasonable number of parking spaces will need to be removed. Feasibility work will need to establish whether it is possible to deliver a continuous protected cycle track throughout the extent of the route.

Recommendation NWR-SG-2: Introduce segregated cycle tracks along the A25 between Merchant's Quay and Newry train station

The cycle route should also include a redesign and upgrade of these two junctions:

- Camlough Road/Monaghan Row Roundabout
- Egyptian Arch Junction

Downshire Road/A28 (Newry Courthouse to Damolly Roundabout)

Running parallel to the Newry River Downshire Road links residential areas to the North East of Newry with the city Centre. Connecting to Abbey Way, Downshire Road is part of a North South strategic corridor linking Warrenpoint in the south onto the A1 and eventually Belfast in the north.

Downshire Road is a typical two lane urban distributor road with little active frontage and wide hatching. Providing cycle connectivity would enable trips to and from three schools located near the A28, Newry High School, Christian Brothers Grammar School, Sacred Heart Grammar School. A large Tesco Extra is also a trip generator. There look to be few constraints on this route, with the cycle tracks potentially only requiring the removal of hatching and a few turning pockets.

Recommendation NWR-SG-2: Introduce segregated cycle tracks along the A28 between Newry Courthouse and Damolly Roundabout

The cycle route should also include a redesign of these junctions:

- Ashgrove Road Junction
- Damolly Roundabout

Warrenpoint Road/ A2

Running parallel to the Newry River, the Warrenpoint Road is a large multilane strategic road. The A2 carries high volumes of freight and goods from Warrenpoint Port, through Newry onto Dublin and Belfast. Although the road is currently intimidating and unpleasant to cycle along, or walk alongside or cross as a pedestrian, there are mandatory cycle lanes extending along much of the A2. As the A2 enters Newry it becomes much narrower. To provide cycle connectivity into the town centre a shared space facility north of the Greenbank Roundabout may need to be considered. The route could become an excellent commuting route between Warrenpoint and Newry with a simple upgrade.

Recommendation NWR-SG-3: Upgrade mandatory cycle lane along the Warrenpoint Road (A2) to segregated cycle tracks

The cycle route should also include a redesign of the Greenbank roundabout.

Armagh Road/A27

The Armagh Road/A27 links Newry City Centre in the South to the Damolly retail park in the north, a key trip generator. Residential properties front onto the Armagh road for much of its extent and it is somewhat different in character than other A-Roads leading into Newry. Advisory cycle lanes have been implemented north of Barrack Street, while a couple of signalised pedestrian crossings are also in place. The road narrows as it enters Newry city centre, so providing segregated cycle facilities may not be possible south of Barrack Street.

Recommendation NWR-SG-4: Upgrade advisory cycle lanes north of Barrack Street along the Armagh Road/ A27 to fully segregated cycle tracks.

As the advisory cycle lanes are already in place only a minimum of road space will need to be reallocated, although there are some pinch points where hatching, traffic islands or parking may need to be removed. The cycle route should also include a redesign of the retail park roundabout in order to make it safe for all users.

Dublin Road/Bridge Street

The Dublin Road is the principal route into Newry from the south to the west of Carlingford Lough. Although the route acts as a distributor route it is fronted by residential properties along much of the route. As the road becomes Bridge Street, it narrows and becomes more urban in character and providing a cycle route along Dublin Road and Bridge Street would provide connectivity to residential areas in the South West of the district. Although removal of hatching and turning pockets should provide adequate width for a cycle track for much of this route, as the road enters Newry City Centre, space becomes more constrained and parking or a traffic lane may need to be removed in places.

Recommendation NWR-SG-5: Introduce a 'Quietway' cycle route linking the northern section of the A27 with the city centre

This should run along Barrack Street, Mourne View Park, Erskine Street and Canal Quay. Through traffic should be removed by implementing a modal filter along Canal Quay. This will also provide a connection to the Portadown Canal Greenway. Other pedestrian and cycle friendly improvements such as raised tables reduced corner radii and centre line removal should also be considered.

Recommendation NWR-SG-6: Introduce segregated cycle tracks on Dublin Road and Bridge Street

This should be implemented between William Street the north and the A1 roundabout in the south. These junctions should also be upgraded as part of the route.

- Bridge Street/Dominic Street
- Bridge Street/Buttercrane Shopping Centre
- Bridge Street/ Albert Basin

Merchants Quay/ Buttercrane Quay

Merchants Quay and Buttercrane Quay run along the west bank of the Newry Canal between William Street Bridge in the south and Canal Street to the north. This is part of central Newry's one way system, and this multi lane road forms a barrier to pedestrians and cyclists between the river and the east of the city. Although there is a relatively wide footway running alongside the canal and some well-designed pedestrian crossings at junctions, there are no cycling facilities and no pedestrian crossings at links.

Recommendation NWR-SG-7: Introduce bi-directional segregated cycle track on Merchants Quay and Buttercrane Quay

This bi-directional track should be implemented between William Street Bridge in the south and New Street in the north. This route will connect into the Dublin Street/ Bridge Street cycle track, The A2 cycle track and the Portadown Greenway. A significant junction upgrade would be required at Merchant Quay/New Street/ Canal Quay junction.

A28/Old Ring Road

The Newry old ring road to the north of the city centre runs between the Damolly roundabout and the Egyptian arch roundabout. Although implementing a cycle track here would have less strategic value than other routes, there is ample road space to deliver a scheme. This road is also less heavily trafficked than other roads in the area, so reallocating road space here might be easier to justify. The track could be able to be delivered mostly using the 'hard shoulder' space adjacent to the road. Implementing footways where they are lacking

should also be considered as part of this route, while pedestrian crossing points should also be delivered.

Recommendation NWR-SG-8: Introduce segregated cycle tracks along the A28/Old Ring road

This bi-directional track should be implemented between Damolly Roundabout and the Egyptian Arch roundabout and include a link to Newry train station. This cycle route should also look to upgrade the following junctions to make them safe for cyclists and pedestrians.

- Damolly Roundabout
- Shepherds Way Roundabout
- Damolly Retail Park Roundabout
- Egyptian Arch Roundabout

Low Traffic Neighbourhoods (LTNs)

Although low traffic neighbourhoods are often most appropriate in residential neighbourhoods or town centre areas. Newry's residential areas are already relatively impermeable to through traffic so instead we have focused on reducing through traffic around the city centre. Five LTNs have been proposed in the urban centre.

Hill Street Neighbourhood

The Hill Street area is a thriving retail and commercial area to the east of the Newry River. The area contains many shops, restaurants and cafes as well as historic features such as the Newry Cathedral. A traffic reduction and urban realm scheme has already been introduced in this area, with one-way streets and widened footways implemented successfully. Removing through traffic here, particularly along The Mall would provide improved connectivity for pedestrians and cyclists and a more pleasant and safe experience for business customers.

The LTN should extend from the Newry River in the west (including the Mall) to Abbey Way in the east. And from William Street in the south to the Upper Water Street/Sugar Island junction in the north

Because there is already a complex system of one-way streets in the area, an LTN may be able to be achieved by introducing couple of modal filters. It may even be possible to remove through traffic by a redesign of the one-way system. The pedestrian facilities and urban realm in the area are already high quality, but we would recommend replacing parking spaces at key points with cycle parking, benches and greening.

Recommendation NWR-LTN-1: Introduce Low Traffic Neighbourhood (LTN) in Hill Street Neighbourhood.

Further feasibility work would be needed to establish where filters are implemented.

Edward Street Neighbourhood

This is a small neighbourhood to the north west of the city centre. Implementing an LTN here would provide safe cycling and walking connectivity from Newry city centre to the Newry Leisure Centre, Our Lady Grammar School and Daisy Hill Hospital.

The LTN should extend from Camlough Road in the west, the A27 and Merchants Quay in the east, Monaghan Street in the south, and the Newry Leisure Centre in the north. Because the area is relatively small, removal of through traffic could be achieved with only a couple of modal filters.

Recommendation NWR-LTN-2: Introduce Low Traffic Neighbourhood (LTN) Edward Street Neighbourhood

Further feasibility work would be needed to establish where filters are implemented in this neighbourhood.

Corn Market Neighbourhood

This small retail area by the corn market is adjacent to several large car park. Creating an LTN here would discourage general traffic from using these streets to access the car parks to the north or south.

Implementing two modal filters on corn market will enable safe pedestrian and cycle connections through to Merchants Quay the area, while provide a safer and more pleasant environment for business customers.

Recommendation NWR-LTN-3: Introduce Low Traffic Neighbourhood (LTN) in Corn Market Neighbourhood

This could be created by introducing two modal filters on Corn Market

Canal Quay Neighbourhood

This is a neighbourhood to the north of Newry City Centre. The area is largely residential but contains some light industry and St Joseph's Boys High School.

The area is bounded to the east by the Newry Canal, to the west and south by the A27 and St Joseph's Boys School to the north. Creating an LTN here would provide cycle and pedestrians connections between the city centre and the A27 segregated cycle track and the Portadown greenway. As the Newry Canal acts as a point of severance, creating an LTN in this area should be possible by introducing two modal filters on Canal Quay.

Recommendation NWR-LTN-4: Introduce Low Traffic Neighbourhood (LTN) in Canal Quay Neighbourhood

This could be created by implementing two modal filters on Canal Quay, north of the A27 and south of the A27.

Sugar Island Neighbourhood

This small neighbourhood in the historical are of Sugar Island would create safe walking and cycling routes along the banks of the Newry River and the Newry Canal. An LTN in this area could be created using by implementing only a couple of modal filters.

Recommendation NWR-LTN-5: Introduce Low Traffic Neighbourhood (LTN) in Sugar Island Neighbourhood

This could be created by implementing two modal filters. One on Basin Street and the other on Sugarhouse Walk.

Cycling and Walking Bridges

The Clanyre River and Newry Canal traversing north and south through the city present a line of severance for pedestrians and cyclists. Although there are several bridges in Newry city centre, none of these suitable to cycle on. Bridges can seem particularly hostile for cyclists as limited space often means lanes and footways are narrow, and cyclists can feel ‘squeezed’ by general traffic. We have proposed a range of improvements to pedestrian and cycle facilities on bridges

Albert Basin Bridge

Proposals for the Southern Relief Road do not currently include provision for pedestrians and cyclists. To the south of the city, driven trips will only become more convenient if these proposals do go ahead. To complement the southern relief road, a cycling and walking bridge that also links to the southern tip of the Albert Basin redevelopment, would open up new potential journeys to pedestrians and cyclists. The bridge could link into a proposed new local greenway on the Greenbank Trail. A similar bridge slightly further north was proposed in the Newry City Centre Masterplan (2011), but conversations with stakeholders suggest that a walking and cycling bridge located slightly to the south would be more beneficial.

Recommendation NWR-BR-1: Deliver New Albert Basin Cycling and Walking Bridge

This would span the Clanyre River, linking the Greenbank Trail on the eastern bank to the southern tip of the Albert Basin Development and then extend to the western bank of the river. Extensive feasibility work would be needed to assess the deliverability of the bridge.

Balybot Bridge (Mill Street Bridge)

Within a 1km stretch of Newry City Centre There are five bridges open to general traffic crossing the Clanyre River and Newry Canal. We propose transforming one of these into a people friendly bridge, open to pedestrians, cyclists and buses. The Balybot Bridge (Mill Street Bridge) seems the most appropriate for this. The narrowest and most central bridge, Balybot Bridge is also the location of a number of businesses on its eastern extent. It also links the Hill Street area in the east to the large shopping centres in the west. Removing general traffic would also unlock the potential for the bridge as a public space. Urban realm features such as parklets, seating, greenery and public art could also be implemented. Bus access would need to be preserved while Newry Bus Centre is situated in its current location.

Recommendation NWR-BR-2: Balybot Bridge (Mill Street Bridge) to become walking, cycling and bus only.

This would entail closing the bridge to general traffic, enforced through an ANPR camera. As access to the car parks would no longer be required, it would make sense to implement this proposal in conjunction with plans to develop a new waterfront park on the island between the Clanyre River and Newry Canal.

Armagh Down Bridge (Bank Parade)

This small bridge, outside Newry Town Hall, serves little transport function. Closing the bridge to motor vehicles and creating more public space, makes sense in conjunction with redevelopment plans at the town hall. Urban realm features such as parklets, seating, greenery and public art could also be implemented.

Recommendation NWR-BR-3: Armagh Down Bridge (Bank Parade) to become walking, cycling only

This would entail closing the bridge to general traffic, enforced through bollards or planters it would make sense to implement this proposal in conjunction with plans to develop Newry Town Hall.

William Street Bridge

William Street Bridge forms part of a wide multi lane highway. Implementing a segregated cycle track here would provide connectivity with proposed cycle routes along Dublin Road/Bridge Street and Abbey Way, and the existing Carlingford Lough Greenway. It would form part of a proposed 'ring' of cycle tracks around the city centre. Roadspace for the cycle track could be potentially be found by removing the hatching and median strip in the centre of the bridge or removing a traffic lane. Pedestrian facilities should also be improved as part of this project; guardrail should be removed, and crossings upgraded.

Recommendation NWR-BR-4: Implement segregated cycle track on William Street Bridge.

The cycle track should run from Kilmorey Street to Buttercrane Quay. This would entail removal of central hatching and median strips. Further feasibility work be needed to establish the deliverability of this project.

Needham St Bridge

Needham Street Bridge is a one-way westbound bridge at the centre of Newry. A lack of cycle contraflow facilities act as a barrier to cyclists travelling eastward. Implementing a short-segregated cycle track on Needham Street Bridge would allow cyclists using the proposed Monaghan Street/Camlough Road cycle track to access the east of the city. Road space could be found to deliver this project by removing one of the westbound traffic lanes. The project could also include pedestrian improvements such as guardrail removal and footway widening

Recommendation NWR-BR-5: Implement segregated cycle track on Needham Street Bridge.

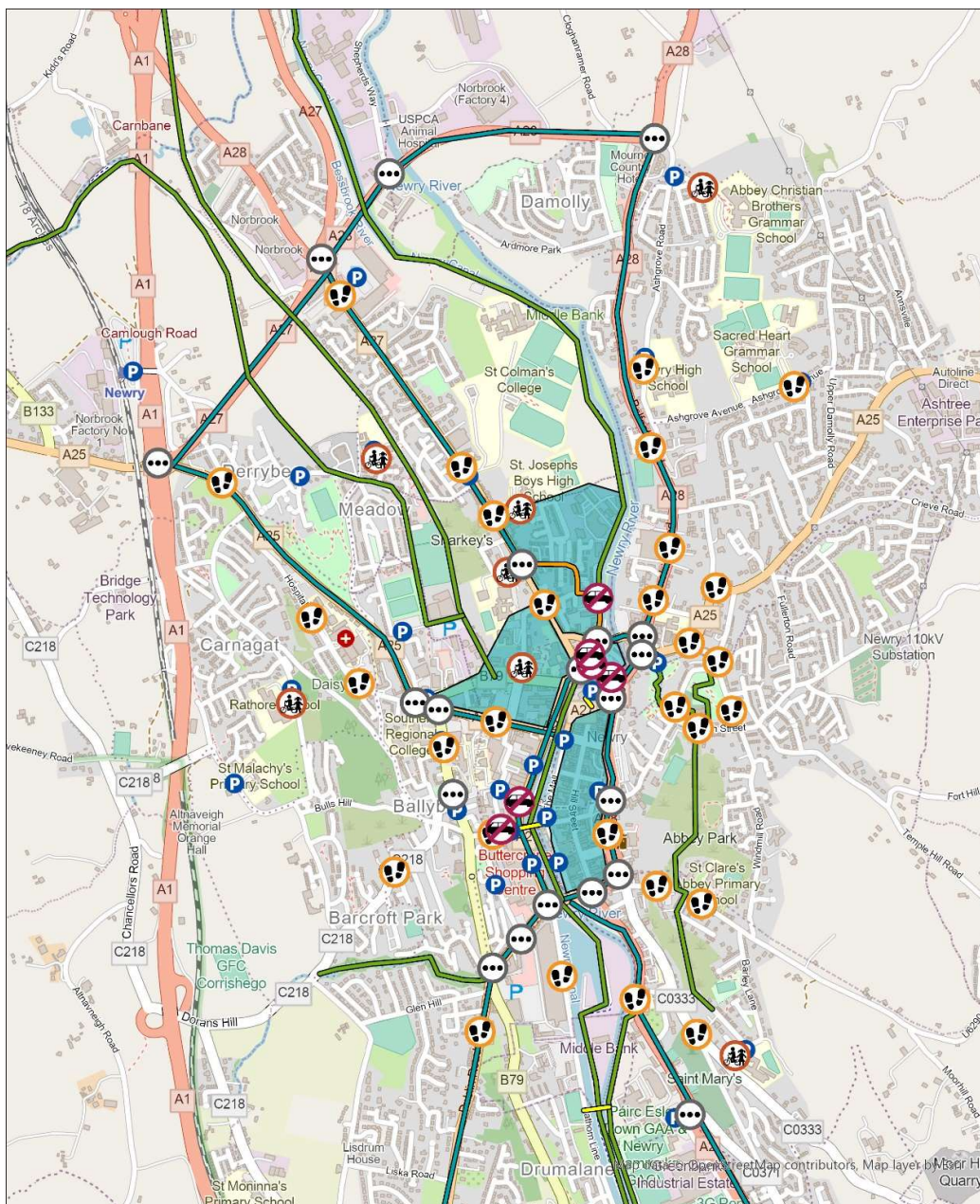
The cycle track should run from the Mall to Merchants Quay. The project would require removing an eastbound traffic lane. Further feasibility work be needed to establish the deliverability of this project.

New Street Bridge

New Street Bridge forms part of a wide multilane highway. Implementing a segregated cycle track here would link to proposed cycle tracks on Downshire Road with Canal Quay, which would link to the Portadown Greenway and cycle tracks along the A27. It would also link to proposed cycle tracks on Merchants Quay and form part of a proposed 'ring' of cycle tracks around the city centre. Road space is more constrained on New Street Bridge than William Street Bridge in the south. Width for a cycle track could be found by narrowing traffic lanes.

Recommendation NWR-BR-6: Implement segregated cycle track on New Street Bridge.

The cycle track should run from Canal Quay to the Downshire Road junction. The project would require narrowing traffic lanes. Further feasibility work be needed to establish the deliverability of this project.



Legend

- Filtered Permeability
- Junction Upgrade
- Controlled Pedestrian Crossing
- School Street
- Cycle Parking
- Walking & Cycling Bridge
- Mixed Traffic Cycle Route
- Greenway
- Segregated Cycle Route
- Low Traffic Neighbourhood

0 0.23 0.45 0.9 Kilometers



Newry City Wide Proposals

School Streets

Several of Newry's high schools and primary schools are situated on roads where school streets would be appropriate. We have proposed school streets at 7 schools in Newry. More details on school streets can be found in Section 4.3

Recommendation NWR-SS: Introduce School Streets at the following schools in Newry.

- NWR-SS-1 St Mary's High School
- NWR-SS-2 Our Lady Grammar School
- NWR-SS-3 Abbey Christian Brothers' Grammar School
- NWR-SS-4 St Joseph's Boys School
- NWR-SS-5 St Joseph's Convent Primary School
- NWR-SS-6 St Patrick's Primary School
- NWR-SS-7 Rathore School

Junction Improvements

With a few exceptions, large junctions in Newry are hostile to both pedestrians and cyclists. In most cases junctions; have multiple lanes on all arms, are wide with shallow corner radii. Pedestrians often have no priority or protection, and where pedestrian crossings are provided, they are multistage, with pedestrians having to navigate around guardrail and staggered crossings.

There is effectively no protection for cyclists at junctions, with several roundabouts and signalised junctions offering serious risk of collision. 21 junction upgrades are proposed.

Recommendation NWR-JCT: Upgrade the following junctions to meet the standards set out in section 4.

- NWR-JCT-1 A2/Old Warrenpoint Road Roundabout
- NWR-JCT-2 Kilmorey Street/ William Street Junction
- NWR-JCT-3 Abbey Way/Boat Street Junction
- NWR-JCT-4 Abbey Way High Street
- NWR-JCT-5 William Street/Bridge Street/Albert Basin Junction
- NWR-JCT-6 Sugar Island/The Mall/ Upper Water Street Junction
- NWR-JCT-7 Trevor Hill/Sandys Street Junction
- NWR-JCT-8 New Street/Downshire Road Junction
- NWR-JCT-9 A27/Canal Quay Junction
- NWR-JCT-10 Merchant's Quay/Canal Street Junction
- NWR-JCT-11 Barrack Street/Canal Street Junction
- NWR-JCT-12 Patrick Street/Monaghan Street Junction
- NWR-JCT-13 Camlough road/Monaghan Street Roundabout
- NWR-JCT-14 Patrick Street/Dorans Hill Junction
- NWR-JCT-15 Bridge Street/Buttercrane Shopping Centre Junction
- NWR-JCT-16 Bridge Street/Dominic Street Junction
- NWR-JCT-17 Egyptian Arch Roundabout
- NWR-JCT-18 Damolly Retail Park Roundabout
- NWR-JCT-19 Shepherds Way/A28 Roundabout
- NWR-JCT-20 Damolly Roundabout
- NWR-JCT-21 Raithfrilan Road/Hilltown Road Roundabout

Pedestrian Crossings

Besides some junctions on Patrick Street and Merchant Quay, there are few safe, adequate crossing facilities for pedestrians within Newry. The lack of crossing facilities contributes to the perception that Newry City is not a welcoming environment for those on foot. 31 locations for pedestrian crossings are proposed.

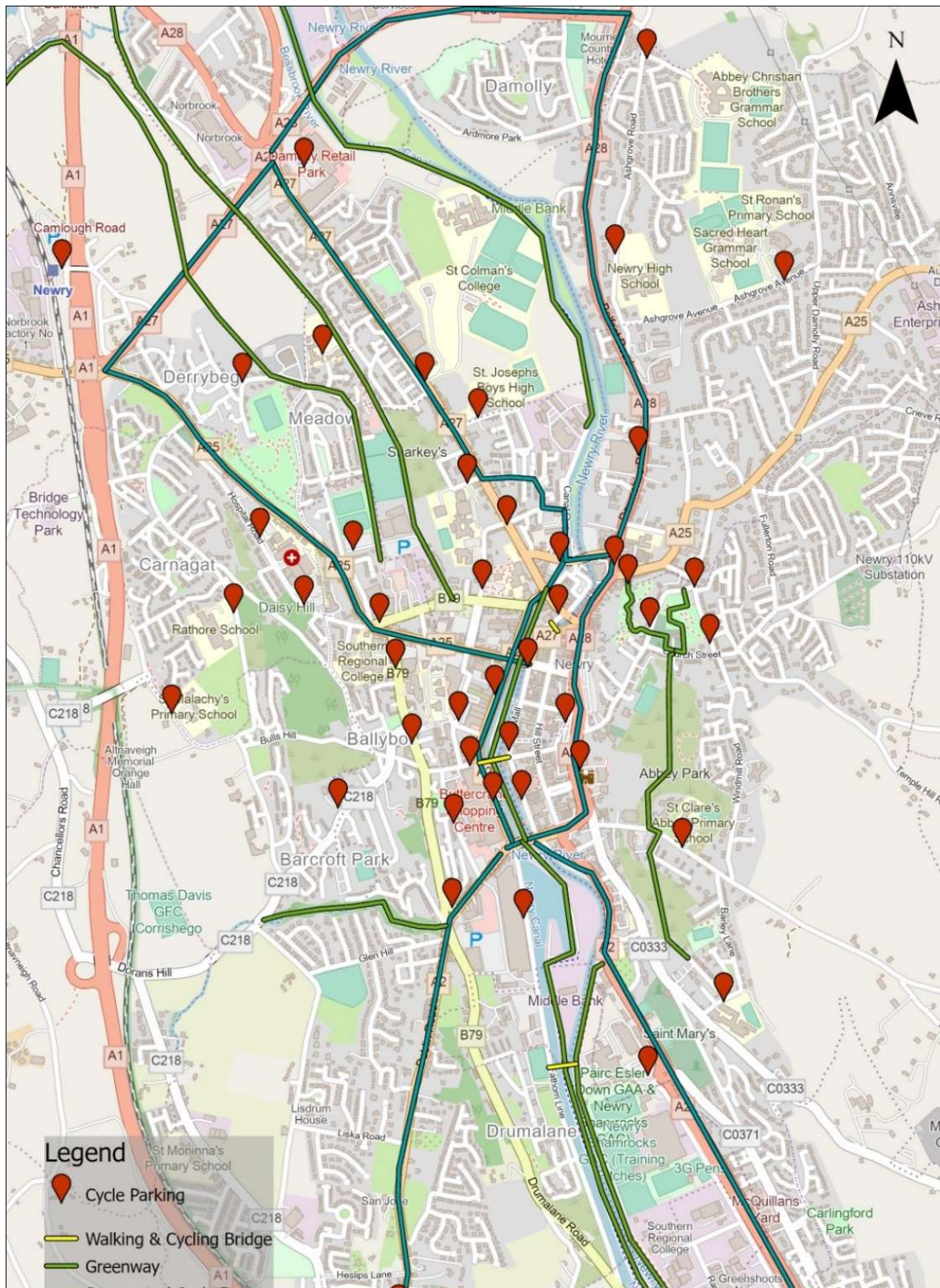
Recommendation NWR-PC: Implement priority pedestrian crossings at the following locations.

- NWR-PC-1 Francis Street (between Coin Market and Buttercrane Shopping Centre)
- NWR-PC-2 Patrick Street (outside Snaubs Boutique)
- NWR-PC-3 Hospital Road (outside Daisy Hill Hospital carpark southern entrance)
- NWR-PC-4 Hospital Road (outside Daisy Hill Hospital main entrance)
- NWR-PC-5 Patrick Street (Southern Regional College)
- NWR-PC-6 Dominic Street (outside Montessori Nursery)
- NWR-PC-7 Camlough Road (outside of Main Avenue to replace uncontrolled crossing)
- NWR-PC-8 A27 (adjacent to Catherine Street and Erksine Street)
- NWR-PC-9 A27/Armagh Road (adjacent to Plunkett Street)
- NWR-PC-10 A27/Armagh Road (outside Costa Coffee)
- NWR-PC-11 A27/Armagh Road (outside of Colemans College)
- NWR-PC-12 Belfast Road (adjacent to Ashgrove Road)
- NWR-PC-13 Downshire Road (outside Tesco)
- NWR-PC-14 Downshire Road (adjacent to Church Avenue)
- NWR-PC-15 Sandy's Street (adjacent to Talbot Street)
- NWR-PC-16 Windsor Hill (adjacent to Windsor Ave)
- NWR-PC-17 Ashgrove Avenue (outside Sacred Heart Grammar School)

- **NWR-PC-18** Ashgrove Road (outside Newry High School)
- **NWR-PC-19** Cowan Street (outside Spar, replacing uncontrolled crossing)
- **NWR-PC-20** Cowan Street (adjacent to Henry Street and park entrance)
- **NWR-PC-21** Church Street (adjacent to Church Mews and St Patrick's Church entrance)
- **NWR-PC-22** Stream Street (outside Heather Park entrance)
- **NWR-PC-23** Courtney Hill (outside St Clare's Abbey Primary School)
- **NWR-PC-24** Abbey Way (outside St John's House Hospice)
- **NWR-PC-25** Abbey Way (outside Newry and Mourne Museum)
- **NWR-PC-26** Kilmorey Street (adjacent to Home Avenue)
- **NWR-PC-27** Albert Basin (outside The Quays entrance)
- **NWR-PC-28** Dorans Hill (adjacent to Barcroft Park)
- **NWR-PC-29** Dublin Road (outside EMO Garage)
- **NWR-PC-30** Dublin Road (outside Super Value)
- **NWR-PC-31** Chancellors Road (outside of Playground)

Cycle Parking

With the exception of a covered cycle parking unit at the train station and some cycle stands on Hill Street and Monaghan Street, Newry has almost no cycle parking. Demand for cycle parking is almost always greater than supply, and the city would benefit from an extensive roll out of additional cycle parking. 44 cycle parking locations are proposed.



Proposed Cycle Parking in Newry

Recommendation NWR-CP: Install cycle parking at the following locations. Unless specified this should be Sheffield stands. Cycle parking locations have been promised according to their proximity to trip generators.

- **NWR-CP-1:** Bank Parade (outside Newry Town Hall)
- **NWR-CP-2:** The Mall (adjacent to Needham Bridge)
- **NWR-CP-3:** Lower Water Street (adjacent to Newry Cathedral)
- **NWR-CP-4:** The Mall (adjacent to Ballybot Bridge)
- **NWR-CP-5:** St Mary's Street (opposite Newry Variety Market)
- **NWR-CP-6:** Abbey Way (adjacent to Newry and Mourne Museum/Lidl)
- **NWR-CP-7:** A27 (next to Corey Park)
- **NWR-CP-8:** Canal Quay (at junction with New Street)
- **NWR-CP-9:** Bagot Street (at Heather Park entrance)
- **NWR-CP-10:** Stream Street (at Heather Park entrance)
- **NWR-CP-11:** Cowan Street (opposite Spar)
- **NWR-CP-12:** Cowan Street (by junction with Church Street)
- **NWR-CP-13:** Courtney Hill (by St Clares Abbey Primary School)
- **NWR-CP-14:** O'Neil Avenue (by St Mary's High School)
- **NWR-CP-15:** Warrenpoint Road (by entrance to Greenbank Industrial Estate)
- **NWR-CP-16:** Albert Basin (by The Quays entrance)
- **NWR-CP-17:** Dublin Road (adjacent to Super Value)
- **NWR-CP-18:** Dominic Street (by Bridge Street junction)
- **NWR-CP-19:** Doran's Hill (by Barcroft Community Centre)
- **NWR-CP-20:** Buttercrane Shopping Centre Car Park (potential for larger cycle hub facility)
- **NWR-CP-21:** Buttercrane Quay (outside Buttercrane shopping centre entrance)
- **NWR-CP-22:** Frances Street (adjacent to Buttercrane Quay junction)
- **NWR-CP-23:** Patrick Street (outside Spar)
- **NWR-CP-24:** Patrick Street (outside Southern Regional College)
- **NWR-CP-25:** Upper Edward Street (by Monaghan Row Junction)

- **NWR-CP-26:** Corn Market (by Corn Market Roundabout)
- **NWR-CP-27:** Merchant Quay (by Canal Court)
- **NWR-CP-28:** Newry Leisure Centre
- **NWR-CP-29:** Hospital Road (by Daisy Hill Hospital southern entrance)
- **NWR-CP-30:** Hospital Road (by Daisy Hill Hospital Northern entrance)
- **NWR-CP-31:** Martins Lane (by Rathore School)
- **NWR-CP-32:** Martins Lane (by St Malachy's Nursery and Primary School)
- **NWR-CP-33:** Main Avenue (adjacent to St Brigid's Church)
- **NWR-CP-34:** Newry Train Station (secure cycle hub)
- **NWR-CP-35:** Ballinlare Gardens (adjacent to St Patrick's Primary School)
- **NWR-CP-36:** Canal Street (adjacent to Catherine Street Junction)
- **NWR-CP-37:** Chequer Hill (by Our Lady's Grammar School)
- **NWR-CP-38:** Plunkett Street (by St Joseph's Boys High School)
- **NWR-CP-39:** Armagh Road (by Colman's College entrance)
- **NWR-CP-40:** Dalmolly Retail Park (secure cycle hub)
- **NWR-CP-41:** Ashgrove Road (by Abbey Christian Brothers Grammar)
- **NWR-CP-42:** Ashgrove Road (by Newry High School)
- **NWR-CP-43:** Ashgrove Avenue (adjacent to Sacred Heart Grammar School)
- **NWR-CP-44:** Downshire Road (by Tesco Express)

7. Downpatrick

Located in County Down, Downpatrick is a small town with a population of 10,822 as of the 2011 census⁵¹. The town is located approximately 35km from Belfast, 16km from Ballynahinch and 19km from Newcastle. Other nearby settlements include Strangford, Ardglass, Crossgar, Killough and Killyleagh

The present town did not develop until the 18th century, when gates and levees on the Quoile opened up new areas for development and increased marine trade. New streets and the railway were added during the 19th century and the town centre shifted from English Street to the modern addition of Market Street. The character of today's Town Centre is established by the 18th and 19th century narrow and sloping street pattern. A Conservation Area was designated in 1985.⁵²

Movement

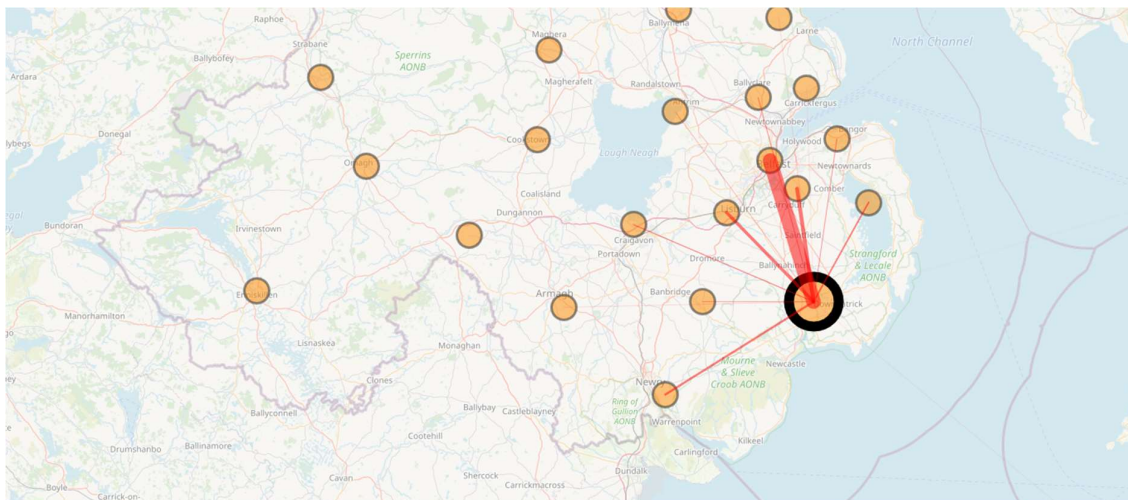
Due to the town's proximity to Belfast, many people commute from Downpatrick to the capital. This is reflected in the significant outbound commuter flows as shown in the figure below. The section of the A7 linking Downpatrick to Belfast has been identified as a 'Link Corridor' in the Regional Strategic Transport Network Transport Plan 2015.

The town is no longer served by railway, but longer distance buses are relatively frequent from the Downpatrick Bus Station.

⁵¹

<https://www.ninis2.nisra.gov.uk/public/AreaProfileReportViewer.aspx?FromAPAddressMultipleRecords=Downpatrick@Exact%20match%20of%20location%20name:%20@Exact%20Match%20Of%20Location%20Name:%20%20Downpatrick@23?>

⁵² https://wayback.archive-it.org/11112/20190702180511/https://www.planningni.gov.uk/index/policy/development_plans/devplans_az/volume_3_minus_maps.pdf



Town Centre

The focal point of the town centre is Breen's Corner, with several streets extending out in a radial pattern from this point. Market St extends to the south west, English St which runs westwards to the Holy Trinity Cathedral and Irish St which runs south east towards St Patricks Church. Church St which extends to the north of Breen's Corner, St Patrick's Ave and part of Steam St are also included within the town centre boundary. The Conservation area runs in an arc along English Street, Irish Street and Stream St and is anchored at three points by the town's key ecclesiastical buildings.

The primary retail core is linear in shape, comprising mainly of shops in Market Street, but also includes stretches of Irish Street, Scotch Street, English Street and St Patrick's Avenue.⁵³

Downpatrick Masterplan

The Downpatrick Masterplan sets out a vision for the future development of Downpatrick up to 2030. The vision seeks to capitalise upon the town's rich heritage, while ensuring appropriate new development can take place to enhance the town's economy and make it better equipped to compete with other areas.

⁵³ NMDDC (2015)

The Masterplan recognises that the tight street pattern that has developed organically in the town centre cannot accommodate large volumes of traffic – an issue that was identified in a survey of the retail property market.

The document identifies a range of projects within four distinct areas. Two of these areas focus on streets that make up the town centre and primary retail core. These are the Church Street, English Street, Irish Street area and Market Street area.

In addition to public realm proposals, the masterplan sets out a small number of transport schemes to be undertaken to realise its objectives:

Transportation and Parking Study: The Masterplan recommends developing a town-wide transport model and parking strategy to facilitate the other proposed interventions.

Eastern Distributor Linkages: The Masterplan proposes amendments to proposals of an Eastern Peripheral Route previously set out in the Ards and Down Area Plan 2015. These include an extension of the route to link to the Belfast Road and hence provide an alternative route to and from Belfast, the principal traffic generator. Secondly, a proposed Quoile Road to Strangford Road connection constructed in association with the proposed relocation of the High School to make the route more direct.

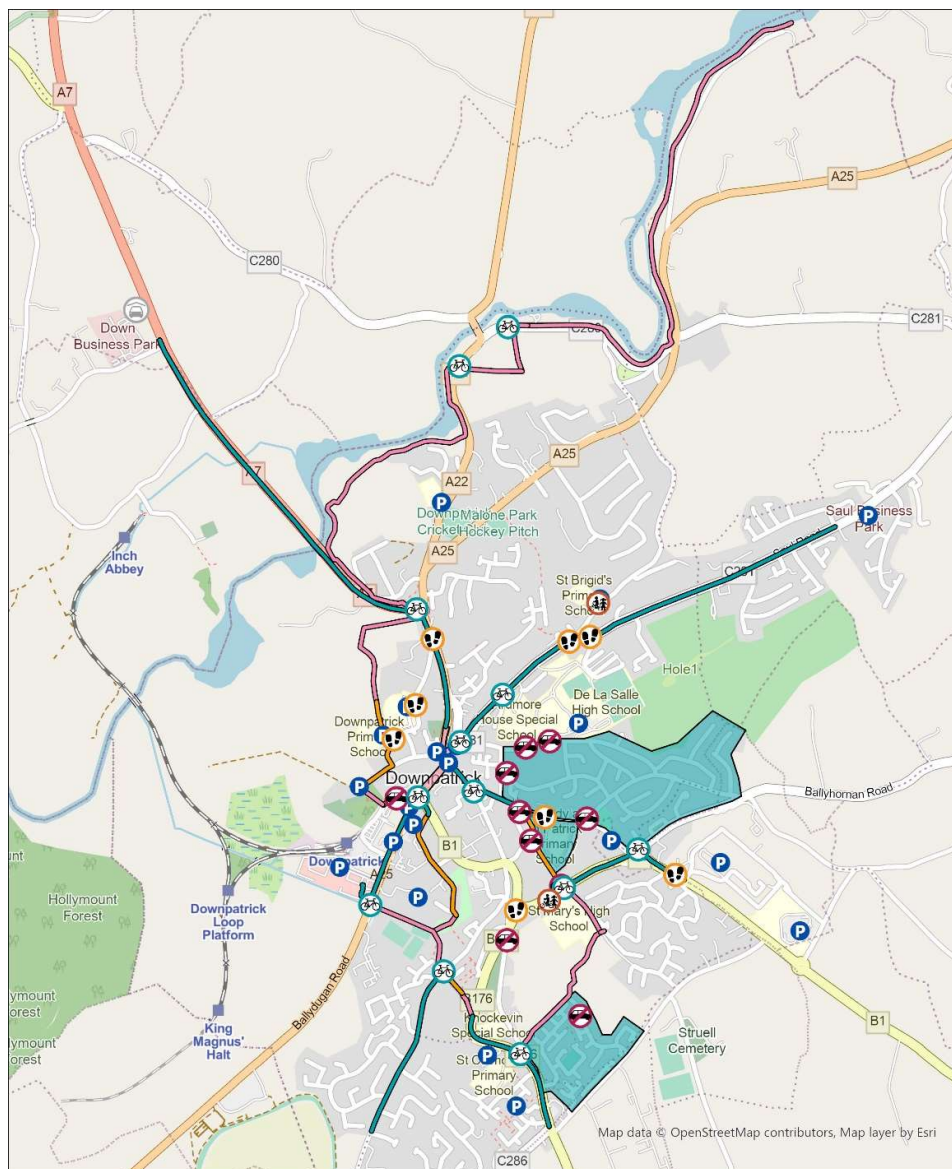
Western Peripheral Route: The Masterplan recognises that the proposed route reflects a key movement of vehicles traversing the Town and would significantly reduce traffic through key junctions. However, the Report identifies that the delivery of a road-based solution along the Western periphery of Downpatrick, which demonstrates positive benefits would be very difficult⁵⁴

Recommendation DWN-MST-2: Ensure that the Eastern Distributor Linkages and Western Peripheral Route projects, set out in the Downpatrick Town Centre Masterplan, if carried forward, provide high quality pedestrian and cycle infrastructure.

Recommendation DWN-MST-1: Proceed with Transportation and Parking Study as set out in the Downpatrick Town Centre Masterplan.

54

https://www.newrymouredown.org/media/uploads/downpatrick_town_centre_masterplan_-_project_action_plans.pdf



- Legend**
- Controlled Pedestrian & Cycle Crossing
 - Controlled Pedestrian Crossing
 - Filtered Permeability
 - Proposed Park & Ride
 - School Street
 - Cycle Parking
 - Mixed Traffic Cycle Route
 - Segregated Cycle Route
 - Traffic Free Cycle Route
 - Low Traffic Neighbourhood
 - No Through-Traffic

0 0.25 0.5 1 Kilometers



Overview of Proposals

Proposed interventions to be implemented in Downpatrick are set out in the map below. The map recommends the location of proposed new cycle routes along with whether that route is

segregated, traffic-free or mixing cycle users with traffic. The map also suggests locations for controlled pedestrian crossings, controlled pedestrian and cycle crossings, cycle parking, filtered permeability e.g. bollards or planters, and School Streets.

Cycle Routes

Down Business Centre to Church Street

This route runs between the existing site of the Down Business Park (and proposed site for a new Park & Ride facility) and the Retail Core of Downpatrick (specifically the southern end of Church Street, adjacent to Down Parish Church St Margaret's).

The route will follow the A7/Belfast Road before connecting to New Bridge Street and Church Street, before ending at the Retail Core.

The A7/Belfast Road benefits from an existing cycle track beginning west of the A7/A22/New Bridge Street junction, ending at Down Business Park. Despite being a 40mph road, the footway and cycle track is not consistently grade separated from the carriageway – this provides little protection to users of the footway and cycle track and enables drivers to park and block the cycle track.

The route should continue east past the current start/end point of the cycle track (west of the bus stop). Sufficient space exists to continue the cycle route and to provide a cycle track that enables cycle users to pass the junction without interacting with traffic.

Along both New Bridge Street and Church Street there are multiple turning filters, sections of carriageway which are unnecessarily hatched, and on-street parking. As such, there is sufficient space in which to provide segregated cycling facilities along this stretch of carriageway while maintaining bi-directional carriageways for general traffic.

Recommendation DWN-CYC-01: Introduce segregated cycling infrastructure between the Down Business Park and the Retail Core (A7).

Quoile River GOT Location to Down Cathedral (via Quoile Castle & Mound of Down)

This is predominantly traffic-free recreational route connecting the Quoile River Game of Thrones Location to Down Cathedral, passing by Quoile Castle, the Mound of Down and the Down County Museum. The proposed route would follow an existing footway that follows the bank of the Quoile River. The footway would require an upgrade in terms of surface quality and path width to ensure it is suitable for all users.

The route would diverge from the riverbank to follow a section of the proposed Eastern Distributor Linkages (as set out in Down Patrick Town Centre Masterplan) before heading west and continuing along the riverbank.



Crossing of Quoile Road and Killyeagh Road would be enabled by controlled pedestrian and cycle crossing facilities (e.g. Parallel Zebra). The route would also require a controlled pedestrian and cycle crossing facility on the A7 arm of the A7/A22/New Bridge Street junction. Between Down High Grammar School and Down Cathedral the route will mix cycle users with general traffic, which is deemed acceptable in this location due to low traffic speeds and volumes.

Recommendation DWN-CYC-02: Introduce predominantly traffic-free cycle route between Quoile River GOT Location and Down Cathedral.

Saul Business Park to Scotch Street

The proposed cycle route from the Saul Business Park to the Retail Core (Scotch Street) follows Saul Road before continuing onto Saul Street southwards until the cul-de-sac at the Downpatrick Methodist Church car park. The proposed route will continue onto Scotch Street via a controlled pedestrian and cycle crossing (e.g. Parallel Zebra).

Neither Saul Road nor Saul Street benefit from being significantly wide (although sections of these roads have unnecessary hatching and/or parking on either side of the road). As such a widened shared use footway on the southern footway of Saul Street and Saul Road, which connects to the Downpatrick Methodist Church via a controlled pedestrian and cycle crossing, may provide an adequate solution to safely connect cycle users from Saul Business Park to Scotch Street.

Recommendation DWN-CYC-03: Introduce cycle route between Saul Business Park and Scotch Street.

Colmcille Road Low Traffic Neighbourhood to Irish Street

This cycle route between Colmcille Road Low Traffic Neighbourhood to Irish Street is comprised of traffic-free, mixed traffic and segregated cycle routes.

A traffic-free cycle track is proposed through the green space north of the Colmcille Road Low Traffic Neighbourhood to immediately south of Demesne Crescent (a connection to Demesne Crescent is also proposed), before heading north to Ardglass Road.

A controlled pedestrian and cycle crossing is proposed to allow users to safely cross Ardglass Road before joining John Street and entering the Low Traffic Neighbourhood.

At the point where Edward Street changes into John Street (north of the proposed Low Traffic Neighbourhood), it is recommended to introduce segregated cycling facilities to connect to Irish Street. Due to width constraints, introducing a widened shared use footway on the southern footway of John Street may be the most appropriate solution.

To enable the journey onto Irish Street and onwards into the primary retail core, it is recommended to introduce a controlled pedestrian and cycle crossing immediately south of the John Street/Irish Street junction. This will bring cycle users onto the south western footway of Irish Street, where a widened shared use footway is proposed - due to both the presence of hatching and parking there is sufficient space to widen the footway.

Recommendation DWN-CYC-04: Introduce cycle route between Colmcille Road Low Traffic Neighbourhood and Irish Street.

The Flying Horse Ward Community Forum to St Patrick's Avenue via Down Leisure Centre Green Space

The route between the Flying Horse Ward Community Forum and St Patrick's Avenue via Down Leisure Centre Green Space is comprised of traffic-free, mixed-traffic and segregated cycle routes.

The beginning of the route benefits from a wide carriageway with hatching and grass verges that could be used for segregated cycling facilities. However, as the route moves north along Killough Road the carriageway narrows. Despite this, central hatching continues to be present along Killough Road, albeit narrower than further south. As such, a widened shared use footway along the western footway of Killough Road, between the Ballynahoe Road/Killough Road junction and the footway to Vianstown Park, may be an appropriate solution to separate cycle users from general traffic.

The proposed route alignment would use the informal pedestrian connection between Killough Road and Vianstown Park - using this alignment will require introducing an accessible cycle track.

The route proposes introducing a controlled pedestrian and cycle crossing from Vianstown Park to the access point to the Down Leisure Centre green space. Using this alignment will require introducing an accessible cycle track between this access point and Thomas Russell Park. The route will continue on the carriageway along St Patrick's Drive, which is deemed appropriate due to low traffic speeds and volumes.

It is recommended to then introduce a widened shared use footway between St Patrick's Drive/St Patrick's Avenue and Market Street, before introducing a controlled pedestrian and cycle crossing across Market Street at the St Patrick's Avenue/Market Street junction.

Recommendation DWN-CYC-05: Introduce cycle route between The Flying Horse Ward Community Forum to St Patrick's Avenue via Down Leisure Centre Green Space.

Vianstown Lodge to Market Street via Down Retail Park

The cycle route between Vianstown Lodge (cul-de-sac) to Market Street and the Primary Retail Core via Down Retail Park is comprised of traffic-free and segregated cycle routes.

Vianstown Road/Arkle Park/Stream Street varies in width with some areas having surplus space (indicated by hatching in the centre of the carriageway). Due to spatial constraints, a widened shared use footway between Vianstown Lodge and Vianstown Park may provide an appropriate solution to separate cycle users from vehicle traffic.

The route proposes to use the green space at Down Leisure Centre, which can be accessed opposite the Vianstown Park/Stream Street junction. Using this alignment will require introducing an accessible cycle track between Stream Street and the existing path in the green space. Work will also need to be undertaken to come to an agreement with the landowner to agree access to the green space and cycle track from Ballydugan Road. The route also proposes introducing a controlled pedestrian and cycle crossing facility connecting the green space to a widened shared use footway into Down Retail Park.

The route proposes introducing segregated cycle facilities along the A25 into Market Street and the Primary Retail Core.

Recommendation DWN-CYC-06: Introduce cycle route between Vianstown Lodge to Market Street via Down Retail Park.

Downshire Hospital to St Mary's High School Downpatrick (spur)

This short route is comprised of a widened shared use footway on the B1/Ardglass Road, between the John Street/Ardglass Road junction and the junction into Downshire Hospital and Newry, Mourne and Down District Council. The northern footway could be widened as a

shared use footway, with a controlled pedestrian and cycle crossing located immediately east of the B1/Ardglass Road junction, with the widened shared use footway continuing the northern footway of Ardglass Road, ending at the junction into Downshire Hospital and Newry, Mourne and Down District Council.

Recommendation DWN-CYC-7: Introduce cycle route Downshire Hospital to St Mary's High School Downpatrick

Primary Retail Core No Through-Traffic Trial

The Masterplan proposes trialling a removal of private vehicle movement through a large section of Downpatrick's Primary Retail Core with the ambition to make this change permanent. The closure would include Market Street (north of junction with St Patrick's Avenue), Irish Street (north of entrance to Irish Street Car Park), English Street (east of junction with Church Avenue), Church Street (south of DSC Cars), and Scotch Street. Bus and cycle users' movements would continue to be permitted.

The trial would provide the opportunity for residents, visitors and business owners to experience the town centre without heavy flows of traffic. Despite being the historic and retail centre of Downpatrick, the arrangement of street space within the Primary Retail Core serves to facilitate the movement of private motor vehicles rather than offering a comfortable, relaxed pedestrian environment.

The proposed alternative route for north and southbound vehicles to take during the trial period is via St Patricks Avenue, Irish Street, John Street, Fountain Street, Scotch Street, Saul Way, and Church Street.

Recommendation DWN-MST-3: Undertake trial closure of section of Downpatrick's retail core to through-traffic, with a view of making this closure permanent.



Primary Retail Core (no through traffic)

Low Traffic Neighbourhoods

Three Low Traffic Neighbourhoods are proposed in Downpatrick; residential areas where through-traffic is not permitted.

The first is created by introducing filtered permeability at the following locations:

- Junction of Fountain Street and Ardmore Avenue
- Junction of Edward Street and Knocknashinna Road

The presence of an existing no-through route between Scotch Street and Struell Road will create a cell that can only be entered and exited from the junction of Ballyhornan Road and Knocknashinna Road.

The second Low Traffic Neighbourhood is created by introducing filtered permeability at the following locations:

- Junction of John Street and Ardglass Road
- Junction of Pound Lane and John Street
- Junction of Pound Lane and John Street

The third Low Traffic Neighbourhood is created by introducing a filter on Colmcille Road, meaning it will no longer be possible for general traffic to drive from Killough Road to Flying Horse Road via Colmcille Road. A bus-gate type filter may be most appropriate due to presence of bus route in this location.

Section 4 provides further guidance on Low Traffic Neighbourhoods

Recommendation DWN-LTN: Introduce filtered permeability to create three Low Traffic Neighbourhoods as recommended:

- DWN-LTN-1 Neighbourhood immediately south of St Patrick's Grammar School
- DWN-LTN-2 Neighbourhood containing Our Lady & St Patrick Primary School
- DWN-LTN-3 Neighbourhood containing Colmcille Road.

School Streets

Proposals include introducing two School Streets in Downpatrick;

- St. Brigid's Primary School
- St. Mary's High School

Though no School Street is proposed for Knockevin Special School, it is recommended to introduce filtered permeability (e.g. bollards or planters) at one of the Killough Road/Racecourse Hill junctions. This will reduce the speed and volume of traffic along Racecourse Hill outside of the school.

Recommendation DWN-SS: Introduce School Street at the following schools in Downpatrick:

- DWN-SS-1 St Brigid's Primary School
- DWN-SS-2 St Mary's Primary School
- DWN-SS-3 Introduce filtered permeability on one of the Killough Road and Racecourse Hill junctions to reduce the speed and volume of traffic outside Knockevin Special School

Controlled Crossings

Although there are some controlled pedestrian crossings in Downpatrick, we recommend introducing 9 additional pedestrian crossings.

Recommendation DWN-PED: Introduce controlled pedestrian crossings at the following locations in Downpatrick:

- DWN-PED-01: Spar Fuel Station
- DWN-PED-02: Saul Street 1
- DWN-PED-03: Saul Street 2
- DWN-PED-04: Edward Street (outside Our Lady & St Patrick)
- DWN-PED-05: Ballyhornan Road
- DWN-PED-06: Ardglass Road
- DWN-PED-07: Killough Road

In addition to the recommended controlled pedestrian crossings, we also recommend introducing 10 combined controlled pedestrian & cycle crossings (e.g. parallel zebra) to enable cycle users to follow proposed cycle routes.

Cycle Parking

Recommendation DWN-CPRK: Introduce controlled pedestrian crossings at the following locations in Downpatrick:

- DWN-CPRK-1: St Colmcille's Church and Primary School car parks
- DWN-CPRK-2: Supershop
- DWN-CPRK-3: Downshire Hospital car park
- DWN-CPRK-4: Downpatrick Hospital car park
- DWN-CPRK-5: Spar Edward Street
- DWN-CPRK-6: St Patrick's Grammar School and De La Salle High School car park
- DWN-CPRK-7: Asda Downpatrick Superstore
- DWN-CPRK-8: Downpatrick Bus Station
- DWN-CPRK-9: Lidl car park
- DWN-CPRK-10: Market Street (outside Regatta store)
- DWN-CPRK-11: English Street/Church Avenue public square
- DWN-CPRK-12: Downpatrick Primary School
- DWN-CPRK-13: Down Cathedral
- DWN-CPRK-14: Down High Grammar School
- DWN-CPRK-15: Blackwater Integrated College
- DWN-CPRK-16: St Brigid's Primary School
- DWN-CPRK-17: Down Leisure Centre
- DWN-CPRK-18: Irish Street (outside Ulster Bank)
- DWN-CPRK-19: Scotch Street
- DWN-CPRK-20: Spar Saul Road

Cycle parking has been proposed at 20 sites in Downpatrick. As a minimum this should be in the form of Sheffield stands.

Recommendation DWN-PCC: Introduce controlled pedestrian and cycle crossings at the following locations in Downpatrick:

- DWN-PCC-1: Killyleagh Road
- DWN-PCC-2: Quoile Road
- DWN-PCC-3: Ardglass Road/John Street
- DWN-PCC-4: Killough Road
- DWN-PCC-5: Pemberton Park
- DWN-PCC-6: Irish Street
- DWN-PCC-7: Balldugan Road (outside Asda Downpatrick Superstore)
- DWN-PCC-8: Market Street
- DWN-PCC-9: Scotch Street
- DWN-PCC-10: Belfast Road

8. Newcastle

Newcastle is a small town of around 7,672 people (2011). Historically a fishing town.

Newcastle is now known as a seaside resort, and popular tourist destination. Attractive to visitor because of local beaches and its proximity to the Mourne Mountains, Newcastle has also marketed itself as an 'activity resort'. The town itself around the Central Promenade, which is a hospitality and tourism hub

Newcastle is situated around 19 kilometres from Downpatrick and 51 kilometres from Belfast. Other nearby settlements include Castlewellan, Dundrum, Clough and Mullartown. The Shimna River runs through the centre of the town.

Movement

Newcastle has developed along the A2, the principle coastal road in the district, and has a somewhat linear shape. A small town, around 2km from north to south, all properties are a short walk and even shorter cycle from the town centre. Conditions for cyclists and pedestrians are better in Newcastle than other nearby towns, with the recent regeneration of the promenade making for an attractive place to walk and cycle. Despite this, the town is dominated by a large, fast moving gyratory which runs through the Central Promenade. During summer months, roads in the town can become very busy. Congestion and lack of parking space are ongoing issues. There is a demand for movement from visitors to the town between Newcastle and the nearby settlements of Dundrum and Castlewellan, which contain tourist attractions. Currently these trips are usually made by motor vehicle, but Castlewellan and Dundrum are both cyclable distances away.

Buses arrive and depart from Newcastle Bus station, with long distance bus running to Belfast, Downpatrick, Kilkeel, Banbridge and Rathfriland; along with a local town bus service. There is currently no direct bus service to Newry. Newcastle is no longer served by a railway.

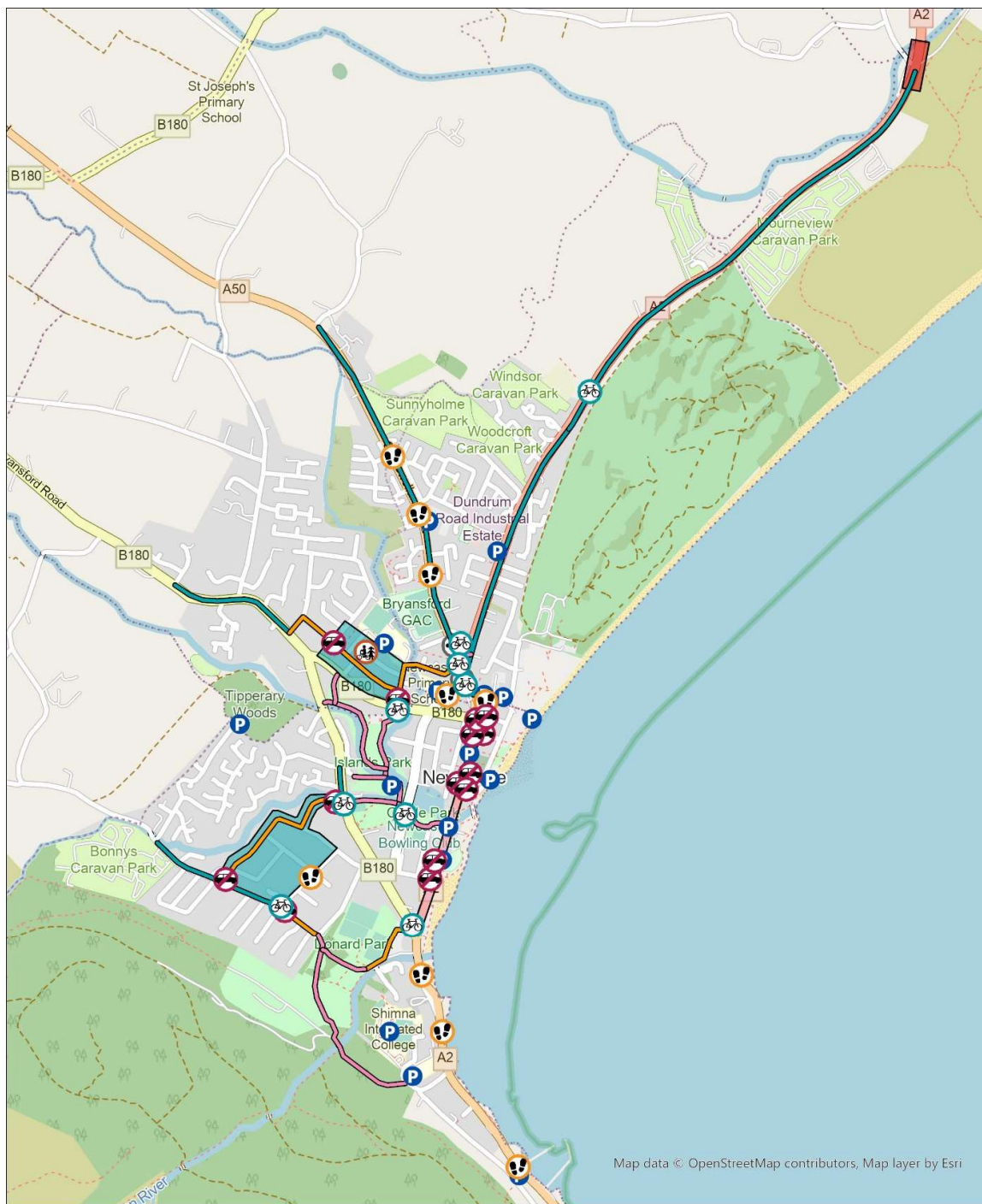
South East Coast Masterplan (2013)

The South East Coast Masterplan (2013) sets out a vision for future development of the South East Coast of Newry, Mourne and Down, with a specific focus on Warrenpoint,

Newcastle and Kilkeel. The masterplan's vision for Newcastle emphasises strengthening Newcastle's reputation as a tourism destination, with a particular focus on enhancements to the town's promenade area. The document highlights that certain areas of the town are dominated by vehicles and proposes pedestrian and urban realm improvements in several locations. The town also highlights congestion and parking issues in the town, while also proposing returning Shimna road to two-way operation.

Overview of Proposals

Proposed interventions in Newcastle are set out in the map below. The map specifies the location of proposed new cycle routes along with whether that route is segregated, traffic-free or mixing cycle users with traffic. The map also suggests locations for controlled pedestrian crossings, controlled pedestrian and cycle crossings, cycle parking, junction upgrades, filtered permeability e.g. bollards or planters, and School Streets.



Legend

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Town Gyratory and Central Promenade

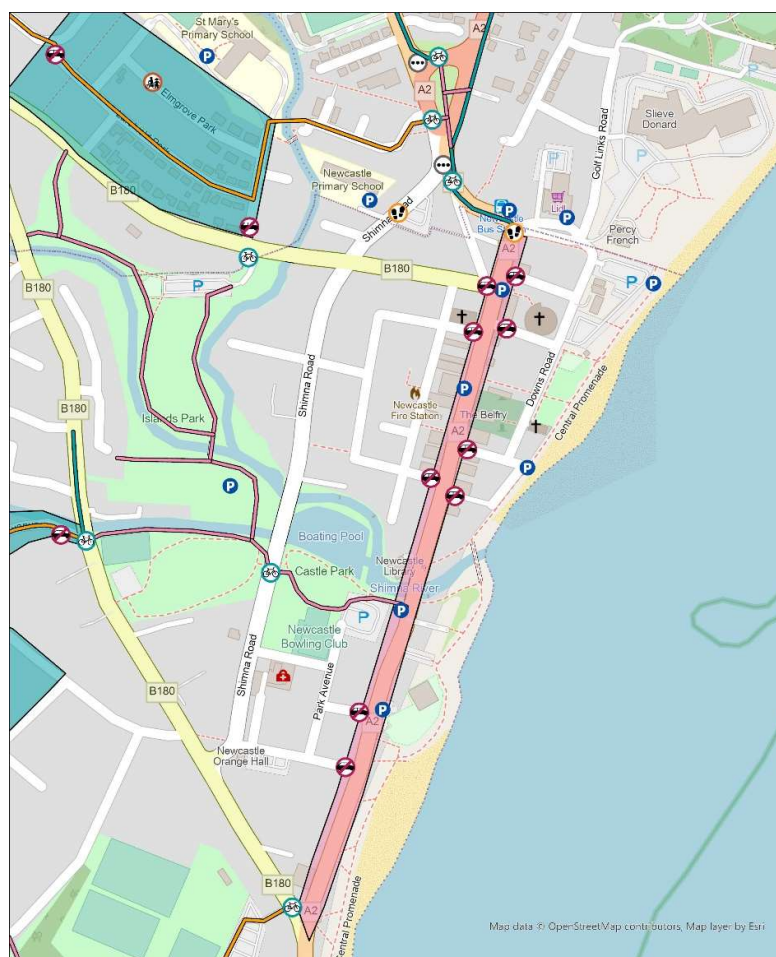
The centre of Newcastle emanates from what is essentially a large one-way gyratory consisting of Bryansford Road, Shimna Road, Castlewellan Road, Railway Street, and the Central Promenade. As a result of the current arrangement, all southbound traffic exits Newcastle via the Central Promenade – the towns retail and leisure core. Despite being one of the town's main attractors and having the title of 'promenade', the environment is dominated by carriageway and on-street parking, with the only controlled crossing points being Pelican Crossings whereby pedestrians are required to 'apply' to cross the street, implicitly subordinating pedestrian movements to vehicle movements. Although recent public realm works have improved the situation, it is still a hostile environment to pedestrians and cyclists.

The Masterplan recommends converting both Bryansford Road and Shimna Road to two-way; and so, removing the gyratory. This would allow the Central Promenade to be converted to access only for motor vehicles (excluding buses). This would provide the opportunity for residents, visitors and business owners to experience a section of the town centre without having to navigate vehicle traffic – creating a more pleasant pedestrian

environment. It may make sense to trial this intervention initially, monitoring feedback from the community, before making a permanent change.

Recommendation NEW-PRM-01: Convert both Bryansford Road and Shimna Road to two-way.

Recommendation NEW-PRM-02: Convert the Central Promenade to bus, access and cycle only.



Central Promenade (access only)

Junction Improvements

In order to successfully implement converting Bryansford Road and Shimna Road from one-way to two-way carriageways, junction changes will need to be made at the gyratory located at the intersection of the A50 and A2.

The current arrangement of the gyratory creates an intimidating environment for pedestrians and cyclists, with the design prioritising the maximisation of the speed and flow of vehicles. Pedestrians are forced to cross multiple times to follow natural desire lines and only a few crossings are controlled.

The masterplan recommends closing the eastern arm of the gyratory to through-traffic and creating a priority intersection with the A2 as the minor arm and Castlewellan Road as the major arms. Similarly, it is recommended to introduce a further priority intersection on Shimna Road, with Railway Street serving as the minor arm.

These interventions will serve not only to make the conversion of Bryansford Road and Shimna Road function, but also to reclaim public space which can be used for the proposed cycle routes and to reduce the number of crossing points pedestrians are required to navigate.



Shimna Road/ Castlewellan Road Junction

Recommendation NEW-JCT-01: Close eastern arm of the A50/A2 gyratory to through-traffic and introduce a priority intersection with the A2 as the minor arm and Castlewellan Road as the major arms.

Recommendation NEW-JCT-02: Introduce priority intersection on Shimna Road, with Railway Street serving as the minor arm.

Cycle Routes

Boney's Caravan Park to Central Promenade

This route is a combination of segregated cycling facilities, a mixed traffic section, and a traffic free section. Between Kinghill Avenue and Slievenamaddy Avenue it is proposed to introduce a widened share use footway on the northern footway of Tullybranigan Road.

The route will then turn into Slievenamaddy Avenue where, due to the introduction of filters and a Low Traffic Neighbourhood (detailed below), it will be considered appropriate to mix cycle users with general traffic. The route will continue onto Spelga Avenue until it meets Bryansford Road.

A controlled pedestrian and cycle crossing (e.g. Parallel Zebra) is proposed in the vicinity of to help users of the route transition from Spelga Avenue onto the green space of the Newcastle Tennis Club. A traffic-free section of route is within this green space to allow cycle users to connect to Shimna Road. At Shimna Road it is recommended to convert the existing controlled pedestrian crossing to a controlled pedestrian and cycle crossing to allow cycle users to connect to Castle Park

The route will then continue north of the Castle Park Car Park before joining the Central Promenade.

Recommendation NEW-CYC-01: Introduce cycle route between Bonny's Caravan Park and the Central Promenade.

Burrendale Hotel to Central Promenade

This route proposes introducing a widened shared use footway on the eastern footway of Castlewellan Road, between Burrendale Hotel and the existing shared use footway. Central hatching and turning filters present on Castlewellan Road indicate that such a facility can be introduced while maintaining two lanes of traffic for general traffic on the carriageway.

It is proposed that the route uses the closed arm of the gyratory (accessed via a controlled pedestrian and cycle crossing) to join the existing shared use footway on the northern footway of Railway Street. North of the Railway Street/Donard Street junction a controlled pedestrian and cycle crossing is proposed whereby cycle users and transition to the southern footway of Railway Street, where a further widened shared use footway is proposed to connect the route to the Central Promenade.

Recommendation NEW-CYC-02: Introduce widened shared use footway cycle route between Burrendale Hotel and the Central Promenade.

Murlough National Nature Reserve to Central Promenade

The third route proposes extending the existing shared use footway that starts/ends in the vicinity of the Supervalu on Dundrum Road to the Old Road/Dundrum junction. Once the route reaches the proposed closed arm of the A2/A50 gyratory, the route will share the same alignment as the previous route detailed above.

Recommendation NEW-CYC-03: Introduce widened shared use footway cycle route between Murlough National Nature Reserve to Central Promenade.

Cycle Route Links

Proposals include introducing a short widened shared use footway between Rowley Meadows and Spelga Avenue to connect residents south of Tipperary Woods to the Boney's Caravan Park to Central Promenade route.

Shared use, traffic free, cycle links are also proposed within Islands Park to connect Bryansford Road, Bryansford Avenue, and the Central Promenade.

Recommendation NEW-CYC-05: Introduce widened shared use footway between Rowley Meadows and Spelga Avenue.

Recommendation NEW-CYC-06: Introduce shared use footways in Islands Park.

Low Traffic Neighbourhoods

Proposals for Newcastle include creating two Low Traffic Neighbourhoods; residential areas where through-traffic is not permitted.

The first is created by introducing filtered permeability at the following locations:

- At the Slievnemaddy Avenue/Tullbrannigan Road junction
- Immediately west of the Spelga Avenue/Bryansford Road junction

The second Low Traffic Neighbourhood is created by introducing filtered permeability at the following locations:

- Immediately south of the Marguerite Avenue/Larchfield Park junction
- At Bryansford Avenue

Recommendation BNH-LTN - Introduce filtered permeability to create two Low Traffic Neighbourhoods as recommended:

- NEW-LTN-01 Neighbourhood containing Slievnemaddy Avenue
- NEW-LTN-02 Neighbourhood containing St Mary's Primary School

School Streets

Proposals include introducing one School Street in Ballynahinch; at St Mary's Primary School, within the Low Traffic Neighbourhood outlined above.

Recommendation NEW-SS-01: Introduce School Street at St Mary's Primary School

Controlled Crossings

Controlled Pedestrian Crossings

Although there are some controlled pedestrian crossings in Newcastle, we recommend introducing 7 additional controlled pedestrian crossings.

Recommendation NEW-PC - Introduce controlled pedestrian crossings at the following locations in Newcastle:

- NEW-PC-01 Tesco Superstore
- NEW-PC-02 SPAR Newcastle
- NEW-PC-03 Newcastle Primary
- NEW-PC-04 Vivo Tullybrannigan Stores
- NEW-PC-05 South of Central Promenade Car Park
- NEW-PC-06 Shimna Integrated College
- NEW-PC-07 Entrance to Granite Trail

Controlled Pedestrian & Cycle Crossings

In addition to the recommended controlled pedestrian crossings, we also recommend introducing 8 combined controlled pedestrian & cycle crossings (e.g. parallel zebra) to enable cycle users to follow proposed cycle routes.

Recommendation NEW-PCC - Introduce controlled pedestrian crossings at the following locations in Newcastle:

- NEW-PCC-01 A2/Castlewellan Road
- NEW-PCC-02 Dunwellan Park/Castlewellan Road
- NEW-PCC-03 Railway Street
- NEW-PCC-04 Bryansford Avenue/Beechfield Park
- NEW-PCC-05 Rory Meadows/Bryansford Road
- NEW-PCC-06 Spelga Avenue/Bryansford Road (tennis courts)
- NEW-PCC-07 Shimna Road
- NEW-PCC-08 Burren Road/Castlewellan Road

9. Kilkeel

Located in County Down, Kilkeel is a small town with a population of 6,541 as of the 2011 census. The town is located approximately 60km from Belfast and 25km from Newry. The southernmost town in Northern Ireland, Kilkeel is the main fishing port on the Down coast, and its harbour houses one of the largest fishing fleets around the island of Ireland. It lies just south of the Mourne Mountains.



The town has a coastal setting based around an established harbour, with a backdrop to the north provided by the Mourne Mountains. The ruined “narrows” church, dating back to the 14th century stands in the centre of Kilkeel. The settlement slowly began to grow out from the Square along Bridge Street, Greencastle Street and Newry Street. Only with the establishment of the new harbour in the second half of the 19th century did Kilkeel expand to become an important fishing port and centre for the export of agricultural produce and granite.

Movement

The A2 circumnavigates the Mourne Mountains travelling in dual carriageway from Newry to Warrenpoint, then in single carriageway to Kilkeel and Newcastle. The street layout of the town centre is tight and not conducive to large volumes of vehicles. Congestion has been raised as an issue. Like other towns in the district, the town is small, and a very walkable or cycleable size. Considerable amounts of on-street parking in the town centre contributes to the congestion.

Town Centre

The urban structure within the Town centre is based on one Main Street (Newcastle Street/Bridge Street/ The Square/Greencastle Street) and perpendicular side streets. The main street is orientated from Northeast to South-west; creating the main through route for cars from Newcastle south west along the coast to Rostrevor and Warrenpoint.

Within the town centre the urban structure is dominated by solid building blocks along either side of the street. Outside the town centre the urban structure loosens with the increased provision of open space. Importantly, Kilkeel town centre is not located directly adjacent to the coast as is the case with Newcastle and Warrenpoint. Situated between the town centre and the harbour and esplanade there is an extensive area of private housing. The historic core of the town is apparent, comprising the built development along the main street. The buildings are arranged in a series of terraces with individual plots developed to varying levels of intensity. Some tend to have a relatively short frontage but deep in plan while others have a rather square footprint.

South East Masterplan

The South East Masterplan recognises Kilkeel's offering as a maritime town with offerings for those interested in its fishing industry heritage, as well as a slower-paced withdrawn town which allows "escape from hustle and bustle."

The South East Masterplan recognises the Esplanade area is currently a significantly underutilised space. A new well-lit coastal walkway is proposed which would make significant visual improvement to the area.

Suggestions for transport within this masterplan include:

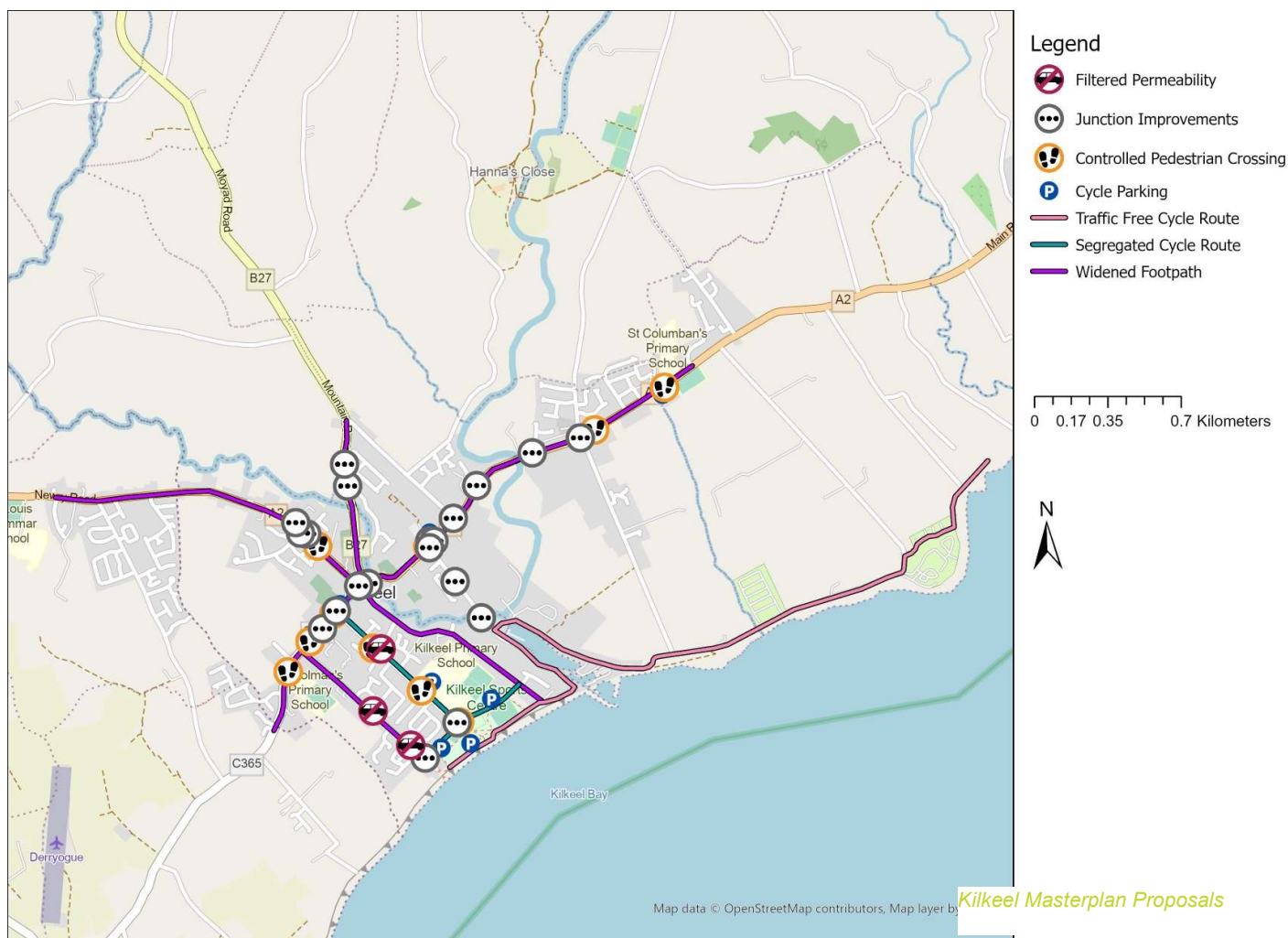
- Introduction of car park charging discourages all day Parkers from the town centre
- Opportunity sites may be developed to provide additional public car parking
- Additional crossing points and pedestrian signage help to promote walking
- Increasing cycling facilities

Sub-Regional Transport Plan (2015)

While out of date, the Sub—Regional Transport Plan contains analysis and proposals for Kilkeel that are still worth considering. The plan, in general, found a number of common problems, including: variability in the standard of provision for pedestrians; limited provision for cyclists; underdeveloped local bus networks, unattractive to potential users; limited provision for people with disabilities or others with reduced mobility; localised traffic congestion in the peak periods; and limited enforcement of parking regulations in advance of the decriminalised parking enforcement. The proposals for cycle measures include networks of cycle routes which, depending on road widths and physical constraints, may be on-road, shared footway/cycleways or off-road paths; and cycle parking at bus and rail stations.

Overview of proposals

Proposed interventions to be implemented in Kilkeel are set out in the map below. The map recommends the location of proposed new cycle routes along with whether that route is segregated, traffic-free or mixing cycle users with traffic. The map also suggests locations for controlled pedestrian crossings, controlled pedestrian and cycle crossings, cycle parking, junction upgrades, filtered permeability e.g. bollards or planters, and School Streets.



Cycle Routes

Knockchree Avenue to Mourne Esplanade

Knockchree Avenue provides a linkage between the town centre and the beachfront, with Kilkeel High School and Kilkeel Primary School located on the northern side and residential to the south. Presently, the road has two lanes going in each direction with a grassy central reservation. At the town centre end of Knockchree Avenue are 25 parking spaces on either side of a memorial in the central reservation. The central reservation contains 25 parking spaces either side of a memorial with approximately 20 more spaces on the northern side of the road.

The proposal would see the removal of the two traffic lanes heading south east on Knockchree Avenue from Greencastle Street to Mourne Esplanade, limiting access to pedestrians and bicycles. Accompanied with modal filters at the junctions with Harbour Drive and Irvington Park would provide an almost uninterrupted cycle track, safeguarding those walking and cycling from the town centre to the school or the beachfront. The remaining traffic lanes should be converted to bi-directional.

Recommendation KKL-CYC-01: Introduce segregated cycling infrastructure between Greencastle Street and Mourne Esplanade

Mourne Esplanade

The proposed regeneration of the beachfront at Kilkeel provides an opportunity to introduce segregated cycle tracks along Mourne Esplanade. Central hatching the length of Mourne Esplanade should be removed to make space for cycle tracks from Manse Road to Harbour Road. Road space could also be taken from the existing painted cycle tracks on the footway.

Recommendation KKL-CYC-02: Remove central hatching along Mourne Esplanade; introduce segregated cycling infrastructure

Greencastle Street – Newcastle Road

The main east-west thoroughfare that continues through the town has been subject to public realm improvements in the last ten years however the town, as previously mentioned, is subject to congestion and car dominance. Establishing segregated cycle tracks along these main arteries in place of parking lanes would serve to discourage motorised transport in the town centre and lead to healthier environments for pedestrians and safer opportunities for those using bicycles.

Recommendation KKL-CYC-03: Remove parking lanes on Greencastle Street and Newcastle Road; introduce segregated cycle tracks.

School Streets

The nature of the road layout in Kilkeel makes school streets programmes difficult to introduce, although not impossible. Knockchree Avenue, with the treatment proposed in KKL-CYC-01 would be considerably safer than at present and wouldn't require anything further. A School Street on Harbour Road would require a prohibitively large road closure for Kilkeel

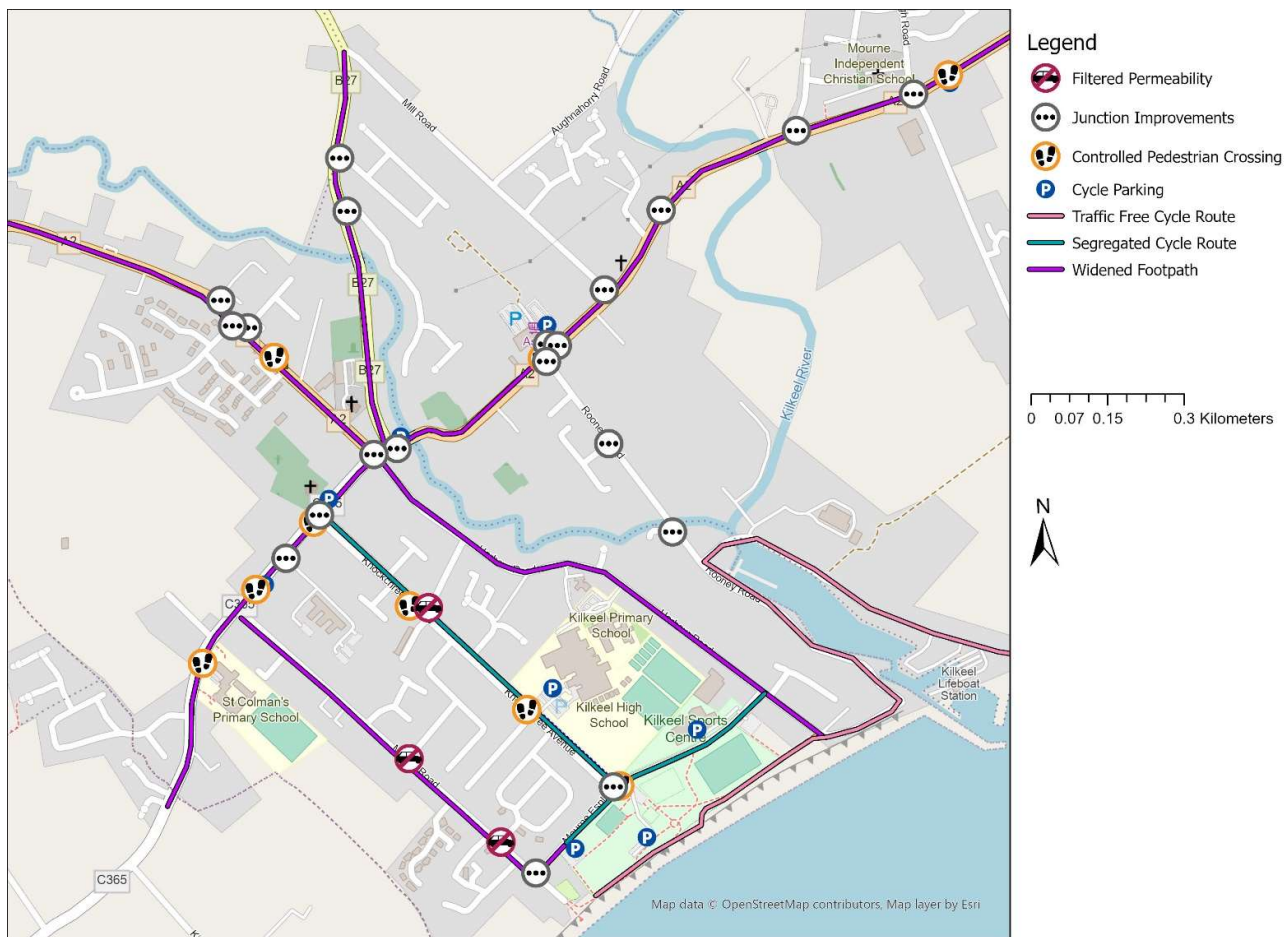
Controlled Primary School. St Colman's Primary School is located on Greencastle Street which wouldn't be appropriate to close down for 45 minutes, and the same can be said of Mourne Independent Christian School, located off the A2. However, it's recommended that controlled pedestrian crossing be introduced at a minimum at all schools, and wide footways and cycle tracks along with other traffic calming measures be introduced to create safer school environments.

Modal filters

This document is recommending the installation of modal filters in the locations listed below. Kilkeel doesn't require much by way of Low Traffic Neighbourhood treatment as the existing layout of streets is mostly not permeable for through traffic. However, a few key locations for modal filters will help reduce motor traffic, reduce air pollution and road accidents, while making neighbourhoods more pleasant, inclusive and safer for people to walk and cycle.

Recommendation KKL-LTN: Introduce modal filters in the following locations:

- KKL- LTN-01: Knockchree Avenue/Harbour Drive
- KKL- LTN -02: Knockchree Avenue/Irvington Park
- KKL- LTN -03: Manse Road/Irvington Avenue
- KKL- LTN -04: Manse Road/Eleaston Park



Kilkeel Town Centre Proposals

Junction improvements

These junctions should be upgraded to meet the standards set out in section 4.3. Junction upgrades should provide crossings for pedestrians and protection for cyclists. The Newry Street/Mountain Road/A2/Harbour Road compound junction will particularly benefit from a significant redesign and could involve public realm improvements.

Recommendation KKL-JCT: Upgrade the following junctions:

- KKL-JCT-01: Greencastle Street/Manse Road
- KKL-JCT-02: Greencastle Road/Knochree Avenue (replace mini roundabout with priority junction)
- KKL-JCT-03: Newry Street/Mountain Road/A2/Harbour Road (Double junction upgrade)
- KKL-JCT-04: A2/The Square
- KKL-JCT-05: Newcastle Road/Rooney Road
- KKL-JCT-06: Newcastle Road/Asda car park
- KKL-JCT-07: Newcastle Road/Mill Road
- KKL-JCT-08: Newcastle Road/junction to northeast of Kilmorey Crescent
- KKL-JCT-09: Newcastle Road/Riverside Park
- KKL-JCT-10: Newcastle Road/Carrigenagh Road/Moor Road (double junction upgrade)
- KKL-JCT-11: Manse Road/Mourne Esplanade
- KKL-JCT-12: Knockchree Avenue/Mourne Esplanade
- KKL-JCT-13: Rooney Road/Rooney Park
- KKL-JCT-14: Mountain Road/Cedar Heights
- KKL-JCT-15: Mountain Road/Cromlech Park
- KKL-JCT-16: Newry Street/Ben Crom Place
- KKL-JCT-17: Newry Street/Hillside Drive
- KKL-JCT-18: Newry Street/Brooklands Nursing Home Kilkeel
- KKL-JST-19: Rooney Road/Willow Cove

Pedestrian crossings

The Masterplan will recommend 10 additional pedestrian crossings in Kilkeel. These should either be signalised crossings or zebra crossings. Where they interact with cycle routes, they should allow cyclists to cross also.

Recommendation KKL-PC: Implement priority pedestrian crossings at the following locations:

- KKL-PC-1: Greencastle Street (adjacent to St Colman's Primary School)
- KKL -PC-2: Greencastle Street (adjacent to EUROSPAR)
- KKL -PC-3: Greencastle Street/Knockchree Ave (junction improvement)
- KKL -PC-4: A2 (adjacent to Asda)
- KKL -PC-5: Newcastle Road (adjacent to EUROSPAR)
- KKL -PC-6: Newcastle Road (by Kilkeel Garden Centre)
- KKL -PC-7: Knockree Avenue/Mourne Esplanade
- KKL -PC-8: Knockchree Avenue (outside Kilkeel High School)
- KKL -PC-9: Knockchree Avenue (north of Donard Place)
- KKL -PC-10: Newry Street (outside Jobs and Benefits)

Cycle parking

There is currently limited cycle parking in Kilkeel. Cycle parking has been proposed at 10 sites. This should be in the form of Sheffield stands

Recommendation KKL-CP: Install cycle parking at the following locations. Unless specified this should be Sheffield stands. Cycle parking locations have been promised according to their proximity to trip generators.

- KKL-CP-1: Greencastle Street (adjacent South Eastern Regional College)
- KKL -CP-2: Greencastle Street (beside EUROSPAR)
- KKL -CP-3: Greencastle Street (beside Mourne Presbyterian Church)
- KKL -CP-4: The Square
- KKL -CP-5: Asda car park
- KKL -CP-6: Newcastle Road (by EUROSPAR)
- KKL -CP-7: Newcastle Road (by Kilkeel Garden Centre)
- KKL -CP-8: Kilkeel Beach car park - west
- KKL -CP-9: Kilkeel Beach car park - east
- KKL -CP-10: Mourne Esplanade (by Kilkeel Leisure Centre)
- KKL -CP-11: Newry Street (Kilkeel Jobs and Benefits)

Greenway study

Kilkeel offers little opportunity for traffic-free routes to be enjoyed by visitors or residents of the town. Several holiday parks to the north-east of the town are less than two kilometres away yet are unreachable by walking, cycling or wheeling. Similarly, there are multiple caravan parks to the south-west of Kilkeel with visitors numbering in the thousands who have no safe active travel routes to access Kilkeel. The opportunities for tourism development here is considerable and as such coastal greenways ought to be explored in either direction from Kilkeel. A continuous coastal greenway from Cranfield Beach to Leestone Caravan Park would be approximately 10km with Kilkeel situated in between.

Recommendation KKL-GW: Carry out a feasibility study exploring a 10km coastal greenway between Cranfield Beach and Leestone Caravan Park

10. Warrenpoint

Warrenpoint is a small coastal town of 8,732 people. The town sits at the head of Carlingford Lough, about 6 miles south of Newry. Warrenpoint port, just to the north of the town centre was built in 1770 and is one of the largest ports in Northern Ireland. It handles huge volumes of freight, and is a significant employer in the town. The town has historically been a popular coastal resort, with a promenade along the southern and eastern shoreline a notable attraction.

Other nearby settlements include, Burren, Rostrevor, Newry and Kilkeel.



Movement

Warrenpoint is built around a Victorian grid system. With the exception of the A2 running north from the Port, Warrenpoint is not dominated by large radial distributor roads to the same extent as Newry. The current layout of streets is not conducive to large volumes of vehicles. Congestion has been raised as an issue by residents

The town is small and a very walkable or cycleable size. The promenade particularly makes for an attractive walking route. Despite this evidence suggests that the motor vehicle still dominates movement around town. This is aptly demonstrated by the historic town square, which is currently a car park. The town suffers from substandard footways, wide junction radii and small number of pedestrian crossings.

Buses serve Warrenpoint from the town square, running along the coast to Rostrevor and Kilkeel, and north to Newry and Burren.

A local passenger ferry service runs along Carlingford Lough to Omeath in the Republic of Ireland, while a long-distance car ferry runs across the Irish Sea to Heysham in Lancashire.

South East Coast Masterplan (2013)

The South East coast masterplan sets out a vision for future development of the South East Coast of Newry, Mourne and Down, with a specific focus on Warrenpoint, Newcastle and Kilkeel.

The masterplan vision for Warrenpoint centres on retaining and enhancing the Victorian character of the town, with a focus on pedestrian friendly improvements to public space and urban realm. It outlines a range of proposals for Warrenpoint. Those relevant to this document include:

Town square improvements: Part pedestrianisation and extension of the town square to open a new public space in Warrenpoint. This should include hospitality units such as cafes and restaurants.

New one-way system: This would convert Church Street, Queen Street, Seaview and Dock Street into a mini gyratory.

Promenade: Extending the promenade further east along Rostrevor Road

Narrow Water Bridge

The June 2021 announcement to commit €3m (£2.55m) to progress work on the cross-border Narrow Water Bridge project is a welcome proposal to increase the offering for active travel in the region. Connecting Warrenpoint to Omeath, County Louth, the cable-stayed bridge will feature lanes for car and cycles. It's vital that the cycle tracks are fully segregated from car traffic and given priority where possible.



Warrenpoint Masterplan Proposals

This Masterplan strongly supports the proposal to part pedestrianise the town square and suggests the long term vision should aim for a fully pedestrianised public space. The promenade extension is also supported. We would have reservations about the proposals for a new one-way system. These tend to make conditions worse for people walking and cycling, as they can lead to higher traffic speeds and severance. We would only support this if carriageway space is taken for wider footways or cycle tracks as part of the project.

Recommendation WRP-TS: Proceed with plans to part pedestrianise town square. Look to fully pedestrianise square in the long term.

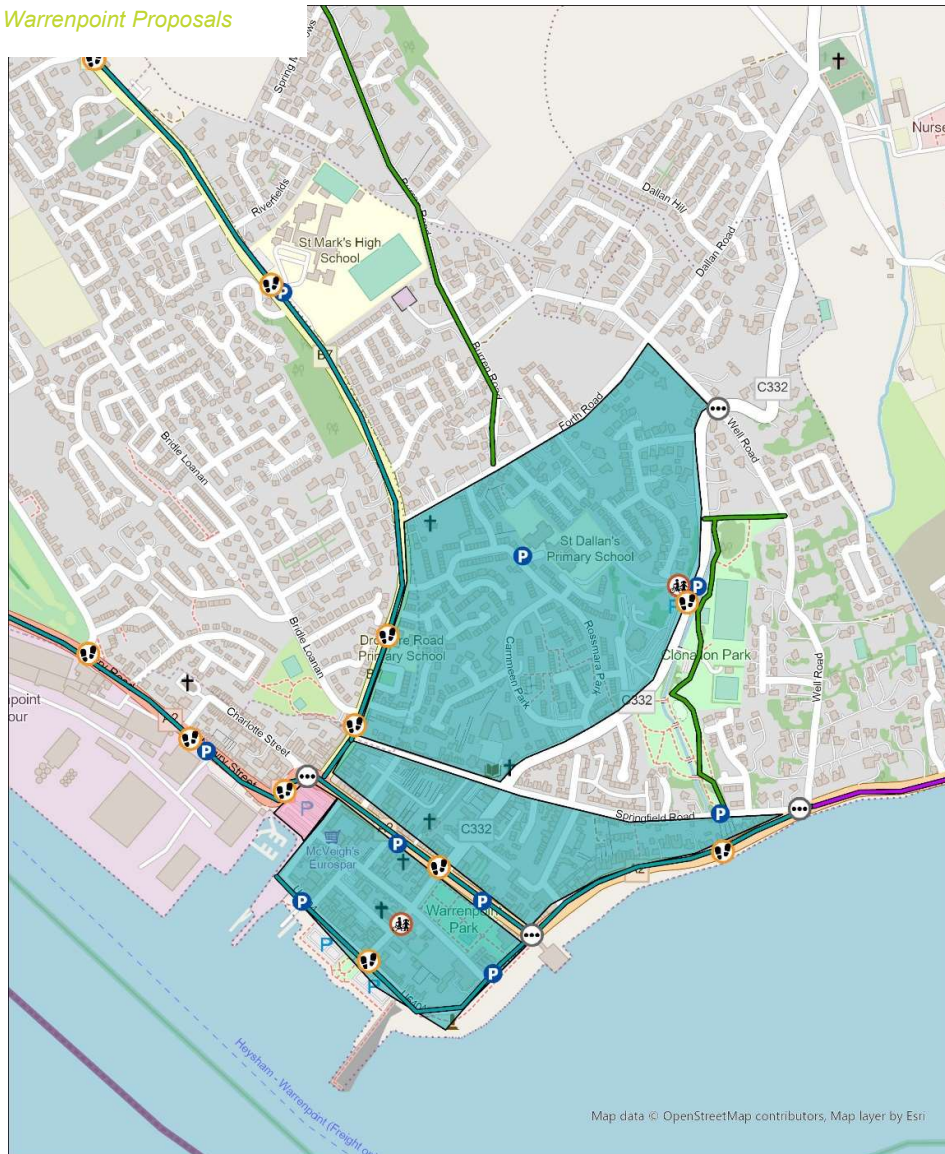
Regeneration

NMDDC have commissioned Aecom to produce designs for regeneration of the promenade. This includes public realm improvements and footway widening. Particularly along Osbourne Terrace, there is potential for this widened footway to become a shared use cycling and walking route. These proposals have not yet gone to public consultation.

Overview of Proposals

Proposed interventions in Warrenpoint are set out in the map below. Interventions focus on providing segregated or shared use cycle routes along the major routes in and out of the town. Three low traffic neighbourhoods in residential areas around the town centre complement these. We have also proposed a Quiet Lane cycle route and a local greenway.

Warrenpoint Proposals



Legend

- | | |
|--------------------------------|------------------------------------|
| Junction Upgrade | Greenway |
| Controlled Pedestrian Crossing | Widen Footway & Remove Centre Line |
| School Street | Segregated Cycle Route |
| Cycle Parking | New Public Space |
| | Low Traffic Neighbourhood |

0 0.1 0.2 0.4 Kilometers



Junction upgrades, pedestrian crossings, school streets and cycle parking locations are marked on the map.

Cycle Routes

All cycle routes should meet the standards set out in section 4.3. Key junctions should be upgraded as part of these routes

A2, Church Street and Queen Street

This segregated cycle route would link into a similar proposed route along Warrenpoint Road in Newry to the north. Running along Church Street and Queen Street to the south, it would connect with a shared footway along Seaview. This route would connect Warrenpoint Port with the town centre.

North of the town centre, the segregated track could replace the central hatching. As the A2 enters the town centre, lanes might need to be narrowed, or some parking removed to accommodate a cycle track. The median strip by Warrenpoint Square would be removed. Along Church Street and Queen Street, the cycle route could be protected by a cycle track behind 'floating parking'. The route would require a substantial redesign of the double junction with Duke Street and Charlotte Street. Further feasibility work would be required to determine whether carriageway widths allow for cycle track.

At Duke Street, the angled parking could be replaced with parallel parking, and a 'floating' cycle track could be provided behind parking bays. North of Duke Street, space for a cycle track could be accommodated using central hatching or narrowing lanes. There are constraints and pinch points around this route, particularly between Duke Street and Dromore Road Primary School. Further feasibility work would be required to determine whether carriageway widths allow for cycle track.

Recommendation WRP-CYC-1: Introduce Segregated Cycle Route along A2 and Church Street, Queen Street

Recommendation WRP-CYC-2: Introduce Segregated Cycle Route along Duke Street and Upper Dromore Road (B7)

Seaview and Rostrevor Road

There isn't sufficient road width to implement a segregated cycle route along the promenade. Instead we have proposed widening the footway and implementing a shared use cycle and walking route. These proposals would extend the footway widening already planned as part of urban realm works around the promenade. Space for a widened footway could be achieved by centre line removal and narrowing the carriageway along Rostrevor Road and Seaview. This would also have traffic calming benefits. Widths do look quite constrained in places, and further feasibility work would need to determine whether this is possible.

Recommendation WRP-CYC-3: Introduce widened shared space footway along Seaview and Rostrevor Road. Remove centre line and narrow carriageway where possible.

Clonallon Park Greenway

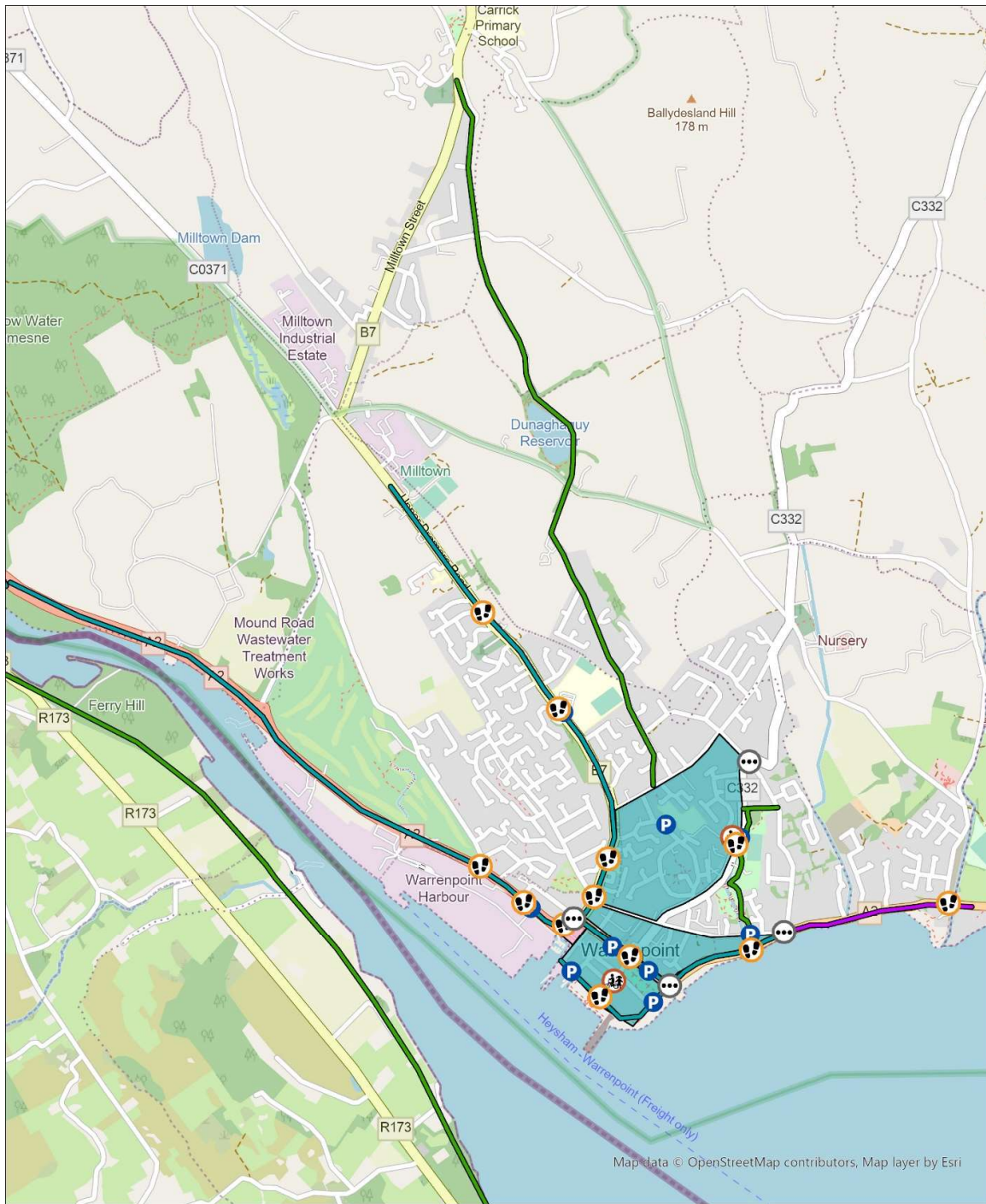
A local north/south greenway route through Clonallon Park could be implemented relatively easily. This would require some barrier removal, path widening and potentially signage to deliver. This could be a quick win.

Recommendation WRP-CYC-4: Introduce local greenway route through Clonallon Park

Burren Quiet Lane

The nearby village of Burren generates a lot of movement to and from Warrenpoint. Implementing a Quiet Lane along Burren Road would facilitate this connection. This route should be delivered according to the principles set out in section 5.2 and should link to the wider Quiet Lane network.

Recommendation WRP-CYC-5: Introduce Quiet Lane along Burren Road, linking Burren and Warrenpoint



Legend

- | | |
|--|------------------------------------|
| | Greenway |
| | Widen Footway & Remove Centre Line |
| | Segregated Cycle Route |
| | New Public Space |
| | Low Traffic Neighbourhood |

0 0.25 0.5 1 Kilometers



Low Traffic Neighbourhoods

Sea View Neighbourhood

This neighbourhood to the southeast of Church Street/Queen Street is already likely to have low volumes of through traffic. Monitoring would need to establish whether roads such as Dock Road or Sraid Sheoirse Mhor would benefit from filtering. Introducing a one-way system through this part of Warrenpoint would lead to much more traffic in this part of Warrenpoint and is not recommended.

Recommendation WRP-LTN-1: Introduce Low Traffic Neighbourhood (LTN) in Sea View Neighbourhood

Clonallon Neighbourhood

This larger neighbourhood residential neighbourhood between Clonallon Road and Upper Dromore Road has a more complex network of streets and would need a design process to inform how through traffic could be removed.

Recommendation WRP-LTN-2: Introduce Low Traffic Neighbourhood (LTN) in Clonallon Neighbourhood

Springfield Road Neighbourhood

This neighbourhood between Springfield Road in the north and Church Street/Queen Street in the south could be implemented by introducing modal filters on Kings Lane, Great George Street North and Slieve Foy Place.

Recommendation WRP-LTN-3: Introduce Low Traffic Neighbourhood (LTN) in Springfield Neighbourhood

School Streets

Introducing timed closures of roads outside St Dallans Primary School and Seaview Nursery School will have huge benefits for air quality and enable cycling and walking to these schools. School streets for the two schools on the B7 are not considered feasible.

Recommendation WRP-SS: Introduce School Streets at the following schools in Warrenpoint

- WRP-SS-1: Seaview Nursery School
- WRP-SS-2: St Dallans Primary School

Junction improvements

These junctions should be upgraded to meet the standards set out in section 4.3 Junction upgrades should provide crossings for pedestrians and protection for cyclists. The Charlotte Street/Church Street/Duke Street double junction will particularly benefit from a significant redesign and could involve public realm improvements.

Recommendation NWR-JCT: Upgrade the following junctions:

- WRP-JCT-1: Queen Street/ Seaview (should also facilitate cycle movements)
- WRP-JCT-2: Springfield Road/Seaview/Rostrevor Road
- WRP-JCT-3: Well Road/Clonallon Road (replace mini roundabout with priority junction)
- WRP-JCT-4: Charlotte Street/ Church Street/ Duke Street (Double junction upgrade)

Pedestrian Crossings.

Although there are some controlled pedestrian crossings in Warrenpoint (Church Street and Seaview), we recommend 12 additional pedestrian crossings. These should either be signalised crossings or zebra crossings. Where they interact with cycle routes, they should allow cyclists to cross also.

Recommendation NWR-PC: Implement priority pedestrian crossings at the following locations.

- WRP-PC-1: Osbourne Terrace (by Great George Street)
- WRP-PC-2: Church Street (adjacent to Great George Street North)
- WRP-PC-3: A2 (by Ye Old Ship Inn)
- WRP-PC-4: A2 (adjacent to Meeting Street)
- WRP-PC-5: A2 (adjacent to Lower Dromore Road)
- WRP-PC-6: Duke Street (by East Street)
- WRP-PC-7: Upper Dromore Road (by Dromore Road Primary School)
- WRP-PC-8: Clonallon Road (by St Dallans Primary School Entrance)
- WRP-PC-9: Upper Dromore Road (by St Mark's High School)
- WRP-PC-10: Upper Dromore Road (adjacent to Ashley Heights)
- WRP-PC-11: Seaview (by Seaview viewpoint)
- WRP-PC-12: Rostrevor Road (by Moygannon Road)

Cycle Parking

There is currently no cycle parking in Warrenpoint. Cycle parking has been proposed at 10 sites in Warrenpoint.

Recommendation WRP-CP: Install cycle parking at the following locations. Unless specified this should be Sheffield stands. Cycle parking locations have been prioritised according to their proximity to trip generators.

- WRP-CP-1: Seaview (adjacent to Warrenpoint Park entrance)
- WRP-CP-2: Marine Parade (by Warrenpoint-Omeath ferry)
- WRP-CP-3: Queen Street (by Warrenpoint Park entrance)
- WRP-CP-4: Church Street (adjacent to Superdrug)
- WRP-CP-5: Newry Street (adjacent to Meeting Street)
- WRP-CP-6: Springfield Road (by Clonmell Park entrance)
- WRP-CP-7: Clonallon Road (by St Dallans Primary School entrance)
- WRP-CP-8: Rostrevor Road (adjacent to Moygannon Road)
- WRP-CP-9: Mourne Drive (by St Dallas Primary School)
- WRP-CP-10: Upper Dromore Road (by St Mark's High School)

11. Ballynahinch

Centrally positioned in County Down, Ballynahinch is located 15 miles south of Belfast, 10 miles south-east of Lisburn, 10 miles north-west of Downpatrick and 15 miles north of Newcastle. Smaller settlements in the vicinity include Crossgar, Saintfield, Dromara, Annahilt and Spa.



The A24 runs through the centre of Ballynahinch and is one of the main arterial routes connecting North Down with Down. The A24 provides the main access to Ballynahinch and provides linkage with Belfast and Carryduff to the north and Dundrum and Newcastle to the south.⁵⁵

Ballynahinch is a small town, with the majority of the settlement within a 1.5km radius of the Market Square. As of the 2011 census, the population of Ballynahinch was 5,703.⁵⁶

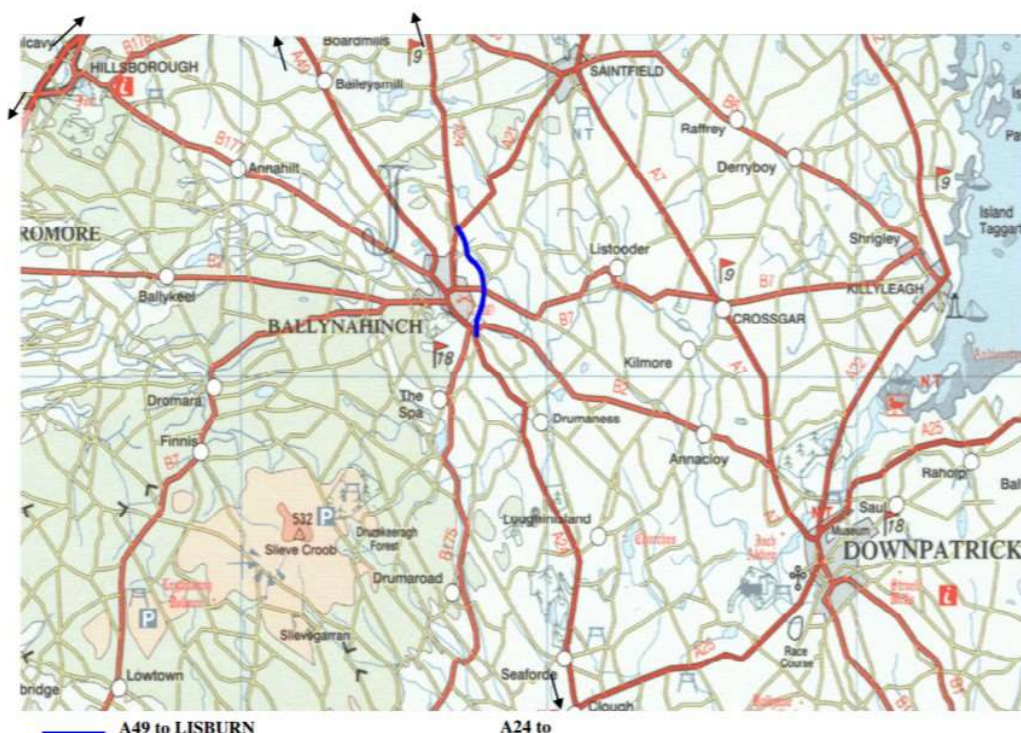
Movement

Given the compact nature of Ballynahinch, a large number of residents are within easy walking and cycling distance of town centre facilities including retail, employment and schools. However, the environment for walking and cycling throughout the town is compromised by high volumes of through traffic movements, creating significant traffic congestion in the town centre core - this is compounded by a lack of formal cycling facilities and signage, further dissuading individuals to walk and cycle for short journeys.

Despite a significant quantity of off-street car parking spaces in the town centre, they are currently under-utilised and the clear preference for on-street parking results in traffic circulating the Town Centre and adding to the congestion⁵⁷.

Ballynahinch Bypass

A proposed improvement to the Strategic Roads Network within the Newry, Mourne & Down is the A24 Ballynahinch Bypass. The proposed A24 Ballynahinch Bypass aims to reduce traffic passing through the town centre, alleviating issues of congestion.



Map of proposed Ballynahinch Bypass⁵⁸.

Recommendation BNH-MST-2: Ensure that the A24 Ballynahinch Bypass is provided with high quality walking and cycling infrastructure.

⁵⁷ NMDDC (2018)

Ballynahinch Town Centre Masterplan

The Ballynahinch Masterplan (Oct 2014) sets out a vision for the future development of the town over a fifteen to twenty-year period. It identifies a series of strategic objectives for the town and outlines proposals to bring about the realisation of these objectives.

Several of the masterplan proposals focus on improving landscape quality, improving accessibility, improved signage and environmental improvements and include the following:

River Pathway: The Masterplan proposes the extension of the riverside pathway along the entire length of the Ballynahinch River

Town Centre Frontage Improvements: Targeted frontage improvement scheme focused on Market Square.

Town Centre Living: The masterplan suggests that all new town centre development projects should include an element of residential use. Efforts should also be made to convert upper floors of existing buildings re-establishing the town centre tradition of 'living over the shops'.

Laneways and Archways: Enhance movement throughout town centre through linking key streets, car parks, open spaces and residential neighbourhoods more effectively;

Conservation Area – In order to safeguard and promote the existing quality streetscape, the masterplan proposes that the merits of introducing a town centre conservation area be explored.

The Masterplan identifies an issue with underutilised 'back land' areas within the town centre. Used largely for off street car parking, these large 'back land' areas, coupled with closed pedestrian access routes, undermine the built environment and quality of pedestrian connectivity throughout the town centre.



Under used backlands (Ballynahinch Masterplan)

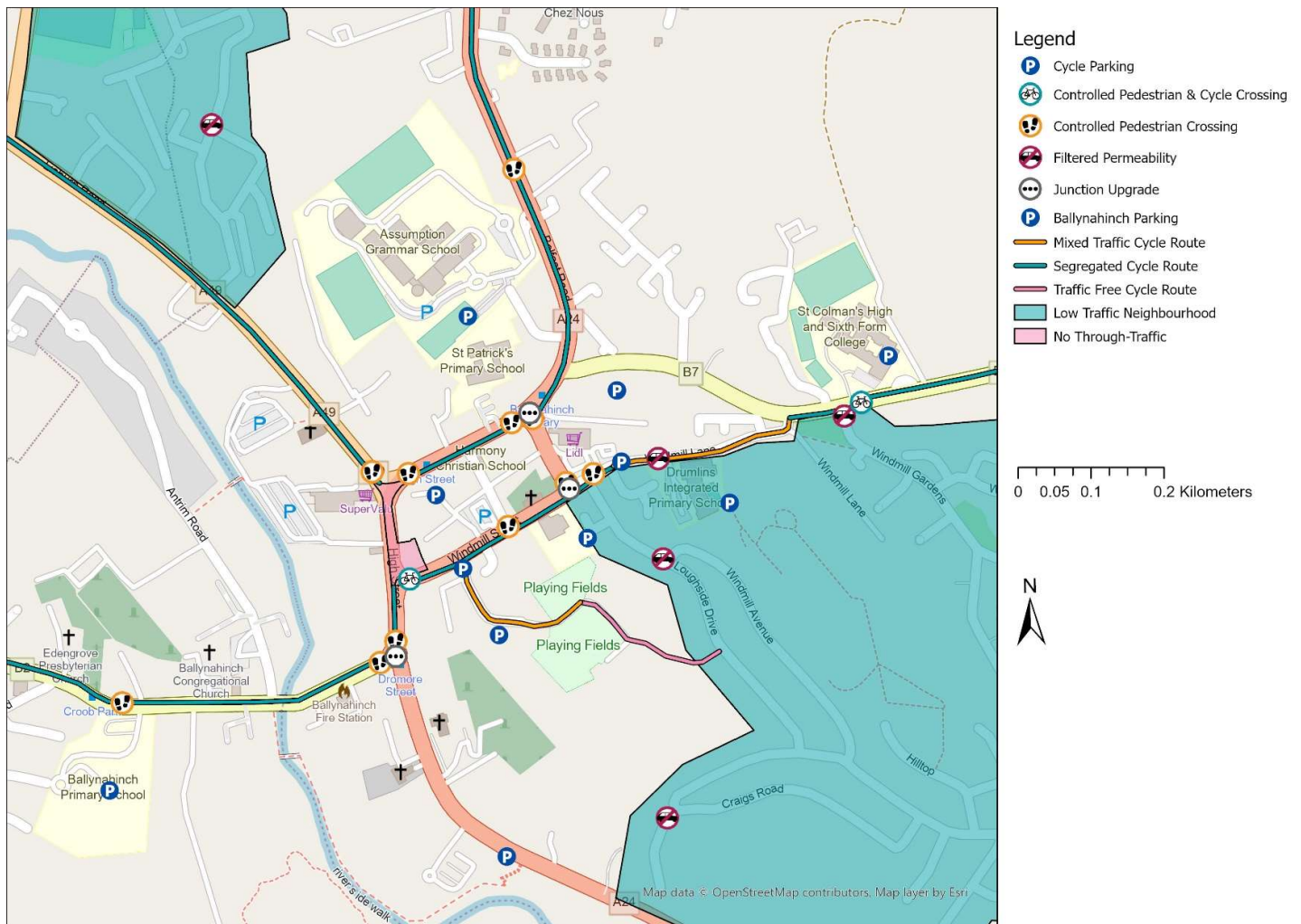
A town centre health check was carried out and identified issues which were detracting from the vitality and viability of the town centre. Both town centre user and business surveys highlighted traffic congestion particularly at peak times such as school hours being a problem on the town centre, and an issue which affected both the quality of life and commercial growth of the town. Limited cycle provision and linkages to green spaces and the river.⁵⁹

Recommendation BNH-MST-1: Proceed with implementing the proposals set out in the 2014 Ballynahinch Masterplan, ensuring needs of pedestrians and cycle users are considered from the outset in the planning and design.

⁵⁹ NMDDC (2018)

Overview of Proposals

Proposed interventions to be implemented in Ballynahinch are set out in the map below. The map recommends the location of proposed new cycle routes along with whether that route is segregated, traffic-free or mixing cycle users with traffic. The map also suggests locations for controlled pedestrian crossings, controlled pedestrian and cycle crossings, cycle parking, junction upgrades, filtered permeability e.g. bollards or planters, and School Streets.



Ballynahinch Town Proposals

Town Centre Gyratory and High Street

The large one-way gyratory in Ballynahinch town centre comprised of the High Street, Main Street, Harmony Way, and Windmill Street detracts from the quality of the pedestrian environment and serves only to maximise the flow and speed of vehicles. The environment is dominated by carriageway and on-street parking, with the only controlled crossing points being Pelican Crossings whereby pedestrians are required to ‘apply’ to cross the street, implicitly subordinating pedestrian movements to vehicle movements.

The proposals for Ballynahinch recommend converting the one-way gyratory into two-way and making the High Street (between Windmill Street and Main Street) access only – no longer permitting vehicle through movements. This intervention will provide the opportunity for residents, visitors and business owners to experience a section of the town centre without having to navigate vehicle traffic creating a more pleasant pedestrian environment. The council may wish to trial this intervention initially, monitoring feedback from the community, before making a permanent change.

The majority of the proposed cycle routes will start/end at the proposed access only section of the High Street.

Recommendation BNH-MST-3: Convert town centre one-way gyratory into two-way.

Recommendation BNH-MST-4: Undertake trial closure of section of High Street/A24 to through-traffic between Windmill Street and Main Street, with a view of making this closure permanent.

Cycle Routes

Proposed Park & Ride site to High Street

This route runs from the proposed park & ride site (roughly in proximity to the Ballynahinch Ambulance Station) to the High Street via A24 Belfast Road.

The exact start/finish point of the proposed cycle route is yet unknown as this will need to be determined in relation to the proposed park & ride site. Once this is determined we

recommend introducing a wide shared use footway from the proposed park & ride site to the High Street.

Between the proposed park & ride site and Beedhams Walk the route would use western side of the A24/Belfast Road. The initial section of the route (alongside the section of the A24 designated as 40mph) should be physically segregated from the carriageway.

From Beedhams Walk south the route would switch to the eastern side of the A24/Belfast Road, with the widened shared use footway continuing on this side of the carriageway until it reaches High Street. Pavement parking, hatching and turning filters within this section of the route indicate that there is sufficient space to provide a widened shared use footway.

Recommendation BNH-CYC-1: Introduce widened shared use footpath cycle route between proposed park & ride site and the High Street.

Ballylone Road to High Street

The route proposes introducing a widened shared use footway on the north side of the carriageway between the junction of Ballylone Road and Crossgar Road, and the junction of Windmill Gardens and Crossgar Road.

The route proposes a controlled pedestrian and cycle crossing to help cycle users transition from the shared use footway onto Windmill Gardens. Due to proposed filtered permeability immediately west of the entrance to Drumlins Integrated Primary School (which will result in lower traffic volumes and speeds), it is considered appropriate for cycle users to mix with traffic on Windmill Gardens.

The route proposes introducing a widened shared use footway on the southern footway of Windmill Lane, starting at the entrance to the housing estate (east of Loughside Drive) and continuing alongside Windmill Street until the Market Square.

Recommendation BNH-CYC-2: Introduce widened shared use footpath and mixed-traffic cycle route between Ballylone Road to the High Street.

Loughside Drive to Windmill Street

This short route aims to connect the proposed Low Traffic Neighbourhood (which contains Loughside Drive) to Windmill Street. Between Loughside Drive and Hillcrest Drive the route proposes introducing a shared-use walking and cycling path, using a high-quality bound surface. Due to the low traffic volumes and speeds on Hillcrest Drive it is considered appropriate for cycle users to mix with traffic until they reach the shared use footway proposed as part of the previous route.

Recommendation BNH-CYC-3: Introduce traffic-free and mixed-traffic cycle route between Loughside Drive and Windmill Street.

Dromore Road/The Brae to High Street

The route proposes introducing a widened shared use footway on the northern side of the B7/Dromore Street. The presence of hatching and on-street parking indicates that there is sufficient space to provide such a facility while maintaining two lanes on the carriageway for general traffic. The proposed widened shared use footway will pass through the Dromore Street/High Street junction and continue onto the High Street.

Recommendation BNH-CYC-4: Introduce widened shared use footway cycle route between Dromore Road/The Brae junction to the High Street.

Lime Trees to High Street

The proposed route recommends introducing a widened shared use footway on the southern side of Ballynahinch Road, between the Ballynahinch Road/Lime Trees junction and the High Street. Large lane widths along with the presence of hatching and on-street parking indicates that there is sufficient space to provide such a facility while maintaining two lanes on the carriageway for general traffic.

Recommendation BNH-CYC-5: Introduce widened shared use footway cycle route between Lime Trees/Ballynahinch Road junction and the High Street.

Low Traffic Neighbourhoods

Proposals for Ballynahinch include creating two Low Traffic Neighbourhoods.

The first is created by introducing filtered permeability at the following locations:

- Immediately west of the Glenlough Road/Craigs Road junction
- Immediately west of the Loughside Drive/Windmill Avenue junction
- At the Crossgar Road/Windmill Gardens junction

The second Low Traffic Neighbourhood is created by introducing filtered permeability immediately north of the Langley Road/Killygoney Terrace junction.

Recommendation BNH-LTN - Introduce filtered permeability to create two Low Traffic Neighbourhoods as recommended:

- BNH-LTN-1 Neighbourhood containing The Windmill
- BNH-LTN-2 Neighbourhood containing Langley Road

School Streets

Proposals include introducing one School Street in Ballynahinch; at Drumlins Integrated Primary School on Windmill Lane.

Recommendation BNH-SS-1: Introduce School Street at Drumlins Integrated Primary School on Windmill Lane

Controlled Crossings

Controlled Pedestrian Crossings

Although there are some controlled pedestrian crossings in Ballynahinch, we recommend introducing 11 additional controlled pedestrian crossings.

Recommendation BNH-PED - Introduce controlled pedestrian crossings at the following locations in Ballynahinch:

- BNH-PED-01 Morrison's VivoXtra
- BNH-PED-02 Windmill Lane (adjacent to Lidl car park)
- BNH-PED-03 Harmony Way (adjacent to Lidl car park)
- BNH-PED-04 Windmill Street (next to Windmill Street car park)
- BNH-PED-05 High Street/A24 (immediately north of junction with Dromore Street/B7)
- BNH-PED-06 Dromore Street/B7 (immediately west of junction with A24/High Street)
- BNH-PED-07 Dromore Road (outside Ballynahinch Primary School)
- BNH-PED-08 Lisburn Street/High Street junction
- BNH-PED-09 Main Street/High Street junction

Controlled Pedestrian & Cycle Crossings

In addition to the recommended controlled pedestrian crossings, we also recommend introducing 2 combined controlled pedestrian & cycle crossings (e.g. parallel zebra) to enable cycle users to follow proposed cycle routes.

Recommendation BNH-PCC - Introduce controlled pedestrian and cycle crossings at the following locations in Ballynahinch:

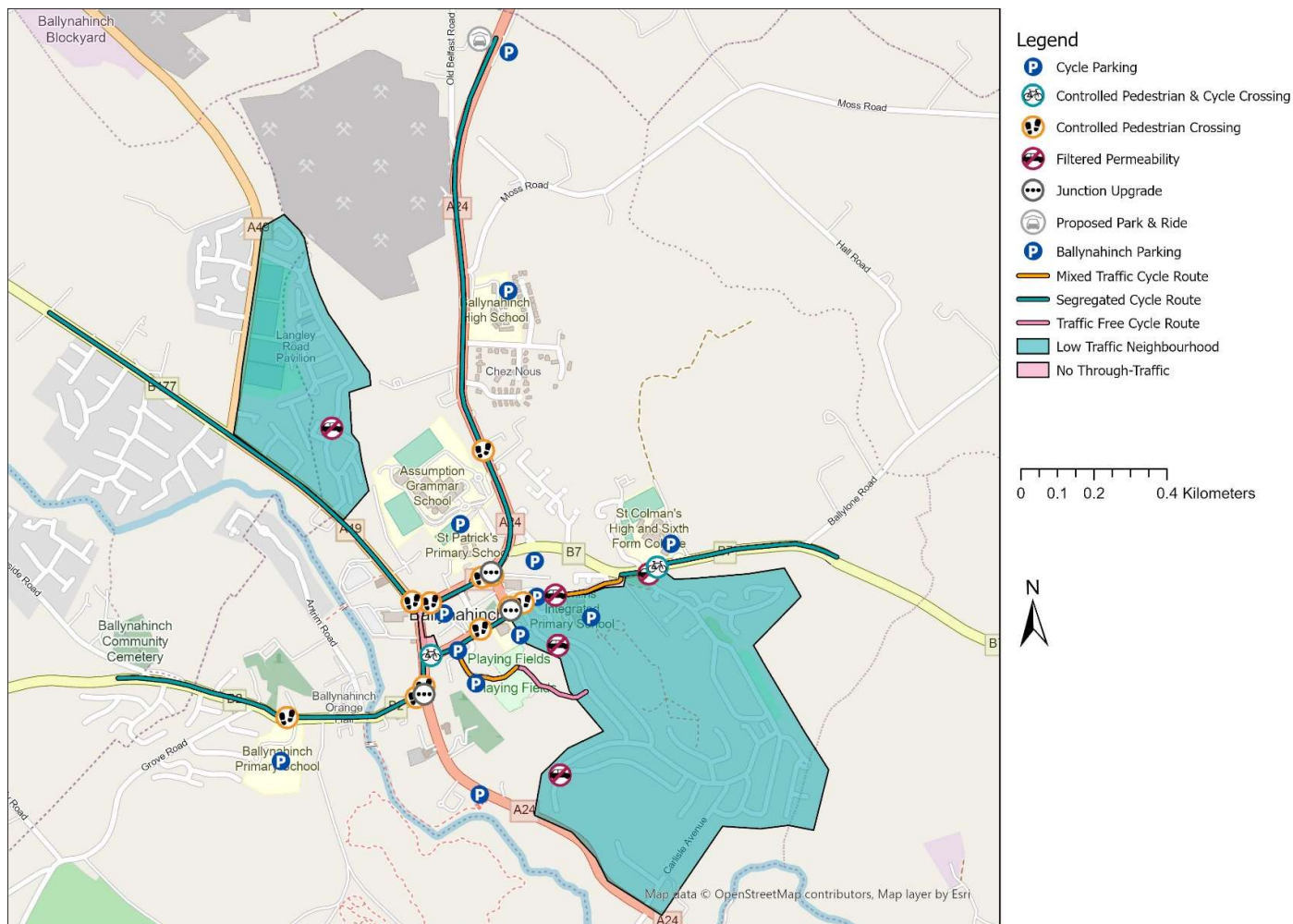
- BNH-PCC-01 Windmill Street (connecting to Market Square)
- BNH-PCC-02 Crossgar Road (outside St Colman's Sixth Form College)

Junction Upgrades

Proposals for Ballynahinch include 3 junction upgrades that will complement the proposed conversion of the town centre gyratory into two-way and serve to improve conditions for pedestrians and cycle users alike.

Recommendation BNH-JU - Introduce junction upgrades at the following locations in Ballynahinch:

- BNH-JU-1: Dromore Street/Church Street/High Street Junction
- BNH-JU-2: Harmony Way/Windmill Lane/Windmill Street Junction
- BNH-JU-3: Main Street/Harmony Way Junction



Cycle Parking

Cycle parking has been proposed at 13 sites in Ballynahinch. As a minimum this should be in the form of Sheffield stands.

Recommendation BNH-CPRK: Introduce cycle parking at the following locations in Ballynahinch.

- BNH-CPRK-1: Proposed Ballynahinch Park & Ride
- BNH-CPRK-2: The High School Ballynahinch
- BNH-CPRK-3: St Colman's High & Sixth Form College
- BNH-CPRK-4: Drumlins Integrated Primary School
- BNH-CPRK-5: Ballynahinch Primary School
- BNH-CPRK-6: Lidl
- BNH-CPRK-7: Ballynahinch Community Services
- BNH-CPRK-8: South Eastern Regional College
- BNH-CPRK-9: Iceland Foods
- BNH-CPRK-10: Market Square
- BNH-CPRK-11: Traffic Island (junction of Main Street/Lisburn Street/High Street)
- BNH-CPRK-12: Ballynahinch Community Centre
- BNH-CPRK-13: Assumption Grammar School

12. Crossmaglen

Crossmaglen is a small town situated to the south of County Armagh but for local government purposes belongs to Newry, Mourne and Down. It had a population of 1,592 according to the 2011 Census. The village centre is the site of a large Police Service of Northern Ireland base and formerly of an observation tower (known locally as the "look-out post"). As a smaller rural town there are few references to Crossmaglen in recent strategic regeneration plans.

Movement

The town is centred around a square which contains considerable numbers of parking spaces. There are no large radial distributor roads accessing the rural town. Like many settlements in the district, the streets are not conducive to large volumes of vehicles presently seen in Crossmaglen, evidenced by the town square being effectively the town car park, narrow footways and wide junction radii. The town is small, and a very walkable or cycleable size.

Overview of Proposals

While identified as a town, Crossmaglen is comparable to other smaller rural settlements within Newry Mourne and Down in that residents may have to travel further to access services. Crossmaglen, therefore, may be less appropriate places for interventions such as segregated cycle tracks or signalised junctions. There are still a range of treatments which can be applied to facilitate walking and cycling. Proposals are identified in the map below.



Legend

- | | | | |
|--|--------------------------------|--|--------------------------|
| | Filtered Permeability | | Cycle Parking |
| | Junction Improvements | | Traffic Free Cycle Route |
| | Controlled Pedestrian Crossing | | Segregated Cycle Route |
| | | | Widened Footpath |

0 0.05 0.1 0.2 Kilometers



Pedestrianise Cardinal O’Fiach Square

The pedestrianisation of the northern side of Cardinal O’Fiach Square and accompanying public realm works would signal a bold statement in favour of prioritising people over cars in the town centre. Two modal filters would be required at either end of the square to prevent motorised traffic. Public realm works should include benches, planters and other place-making installations to create a welcoming environment for pedestrians. This could be carried out on a trial basis using temporary materials. This would allow time to gather the opinions of local stakeholders.

Recommendation CMG-PED-01: Pedestrianise northern side of Cardinal O’Fiach Square and remove through traffic.

Walking routes

Through roads in smaller settlements in the district, particularly if they are classified roads, are often quite wide, with marked centre lines. Speeds can be high on rural roads and maintaining roads width as roads enter settlements doesn’t discourage high speed. This can be intimidating for pedestrians, especially when there is lack of crossing facilities. There are several locations within the town where there is not footway at all, and evidence of high levels of payment parking – enforcement is recommended to maintain ensure pedestrians have priority on footways.

As a smaller town, introducing timed closures of roads outside the schools is challenging as the roads the schools are situated on roads that could be problematic to close. This raises the significance of installing wide footways along with other traffic calming measures to create healthier, quieter and safer environments at school gates.

Recommendation CMG-WR: Widen footways in the following locations.

- CMG- WR-01: Dundalk Road
- CMG- WR-02: North Street
- CMG- WR-03: Blaney Road
- CMG- WR-04: Caran Road
- CMG- WR-05: Newry Road
- CMG- WR-06: Knochchree Avenue/Harbour Drive

Modal filters

One modal filter is recommended for Crossmaglen; listed below

Recommendation CMG-MF: CMG- MF-01: Ard Ross

Pedestrian crossings

Despite the high number and high speed of vehicles in Crossmaglen, there are few controlled pedestrian crossings. We recommend 3 additional pedestrian crossings. These should either be signalised crossings or zebra crossings. Where they interact with cycle routes they should allow cyclists to cross also.

Recommendation CMG-PC:

- CMG- PC-01: North Street
- CMG- PC-02: Newry Road
- CMG- PC-03: Carlingford Street/Cardinal O’Fiaich Square

Junction improvements

Crossmaglen, like other settlements in the district have a number of junctions unfriendly to pedestrians. The following junctions should be upgraded according to the standards set out in section 4.3.

Recommendation CMG-JCT: Junction upgrades

- CMG- JCT-01: Dundalk Road/St Joseph's Place
- CMG- JCT-02: Dundalk Road/Pinewood Glen
- CMG- JCT-03: Dundalk Road/Lismore
- CMG- JCT-04: Dundalk Road/Cardinal O'Fiaich Square
- CMG- JCT-05: Dundalk Road/Newry Road
- CMG- JCT-06: North Street/Rathview Place
- CMG- JCT-07: Blaney Road/Ard Ross
- CMG- JCT-08: Newry Road/Newry Street
- CMG- JCT-09: Newry Road/Chapel View
- CMG- JCT-10: Newry Road/EUROSPAR Crossmaglen
- CMG- JCT-11: Carran Road/Carran Place
- CMG- JCT-12: Carran Road/Ard Ross

Cycle parking

No cycle parking exists in Crossmaglen. This document is proposing 4 new cycle parking locations in the town.

Recommendation CMG-CP: Install cycle parking the following locations:

- CMG- CP-01: Crossmaglen Rangers Social Club
- CMG- CP -02: Cardinal O’Fiaich Square (west)
- CMG- CP -03: Cardinal O’Fiaich Square (east)
- CMG- CP -04: McNamee’s Grocery

13. Newtownhamilton

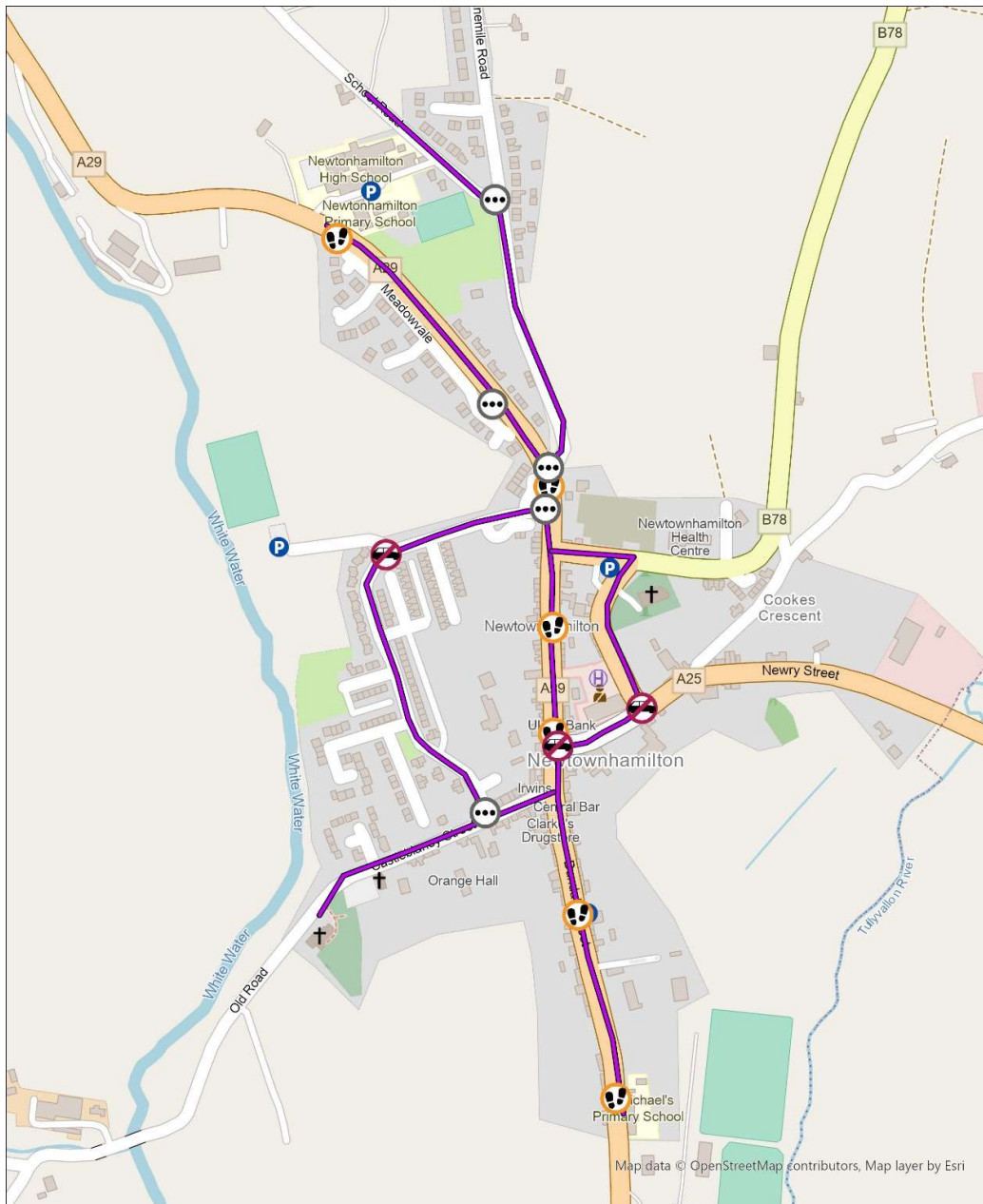
Newtownhamilton is a small town and civil parish in County Armagh that lies within Newry Mourne and Down for local government purposes with a population of 2,836 as of the 2011 Census. The village is built around two narrow main streets (Armagh Street and Dundalk Street) and a main town square (The Square). Other places include Newry Street, Castleblaney Street (known locally as 'Blaney Hill'), Church Street also known as Shambles Lane (known locally as the 'back street') and The Commons. Residential areas are Dungormley Estate, Meadowvale and the Nine Mile Road.

Movement

A rural town, Newtownhamilton is approximately 13 kilometres in any direction from the next nearest town (Crossmaglen, Armagh, Newry). The town centre is compact with narrow roads. A number of radial distributor roads funnel into the centre of the town. The levels of on-street parking severely hamper pedestrian movement; disabled access to footways seems virtually impossible. As is the case with many other towns in the district, the town's road system has more or less grown out of a Victorian system with narrow roads and a tight urban grain. As such, Newtownhamilton is congested and not conducive to the large volumes of vehicles presently seen in the town.

Overview of Proposals

Similar to Crossmaglen and other smaller rural settlements within the Newry Mourne and Down district, residents in Newtownhamilton may have to travel further to access services, perhaps explaining the volumes of traffic and congestion seen in the town. It may therefore be less appropriate for interventions such as segregated cycle tracks or signalised junctions.



Legend

- Filtered Permeability
- Junction Improvements
- Controlled Pedestrian Crossing
- Cycle Parking
- Traffic Free Cycle Route
- Segregated Cycle Route
- Widened Footpath

0 0.05 0.1 0.2 Kilometers



Newtonhamilton Proposals

Pedestrianise The Square

Currently providing approximately 15 car parking spaces, the council should strongly consider pedestrianising The Square by removing all through traffic and furnishing the area with a new public realm scheme.

Recommendation NTH-PED: Pedestrianise and regenerate The Square with public realm scheme

Walking routes

The following routes have been identified as priorities for expanding footways. However this will be ineffective without proper enforcement of on-street parking in the town.

Recommendation NTH-WR: Widen footways in the following locations

- NTH - WR-01: Dundalk Street
- NTH - WR-02: Armagh Street
- NTH - WR-03: Armagh Road
- NTH - WR-04: Vallen Heights
- NTH - WR-05: School Road
- NTH - WR-06: School Terrace
- NTH - WR-07: Dungormley Estate
- NTH - WR-08: Castleblaney Street
- NTH - WR-09: The Square
- NTH - WR-10: A25
- NTH - WR-11: Markethill Road

Modal filters

Three modal filters are recommended for Newtownhamilton; listed below

Recommendation NTH-MF: Modal filters

- NTH-MF-01: Dungormley Estate
- NTH-MF-02: The Square/Armagh Street
- NTH-MF-03: The Square/Newry Street

Pedestrian crossings

This document recommends 6 extra pedestrian crossings for installation in Newtownhamilton.

Recommendation NTH-PC: Pedestrian crossings

- NTH-PC-01: Dundalk Street (outside St Michael's Primary School)
- NTH-PC-02: Dundalk Street (outside Spar)
- NTH-PC-03: Armagh Street (beside the Square)
- NTH-PC-04: Armagh Street
- NTH-PC-05: Armagh Road (near Vallen Heights junction)
- NTH-PC-06: A29 (outside Newtownhamilton Primary School)

Junction improvements

The following junctions should be upgraded according to the standards set out in Section 4.3

Recommendation NTH-JCT: Junction upgrades

- NTH-JCT-01: Armagh Road/Dungormley Estate
- NTH-JCT-02: Armagh Road/Vallen Heights
- NTH-JCT-03: Armagh Road/Meadowvale
- NTH-JCT-04: Vallen Heights/School Road
- NTH-JCT-05: Dungormley Estate/Castleblaney Road

Cycle parking

No cycle parking exists in the town; this document is proposing 5 new cycle parking locations in the town.

Recommendation NTH -CP: Install cycle parking the following locations:

- NTH-CP-01: Dundalk Street (by Spar)
- NTH-CP-02: The Square
- NTH-CP-03: Markethill Road car park
- NTH-CP-04: Jim Steen Park playing fields
- NTH-CP-05: Newtownhamilton Primary School

14. Smaller Settlements

Much of Newry, Mourne and Down is largely rural with around 60% of the population living in villages, smaller settlements or rural areas.

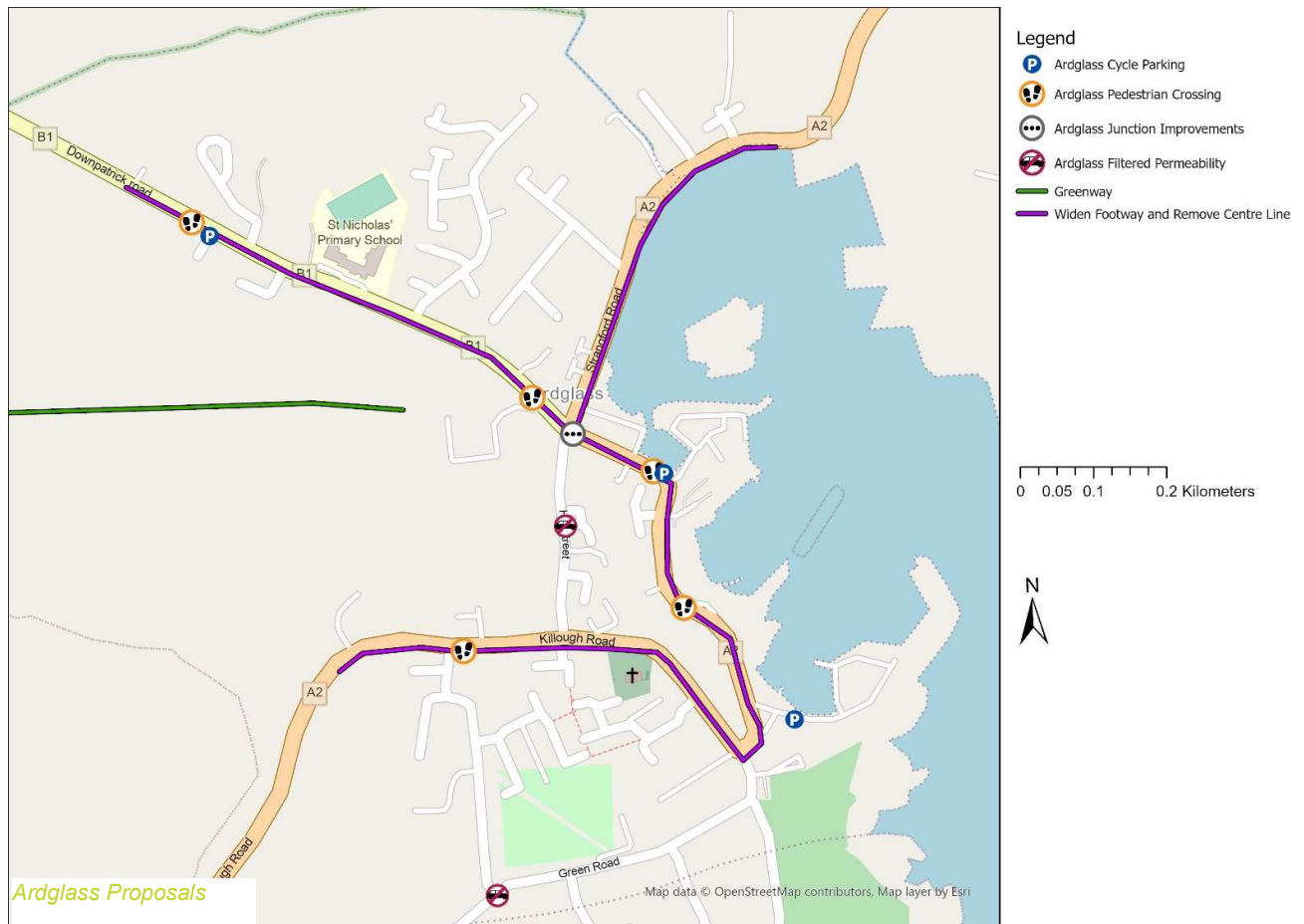
Most of the potential for modal shift to cycling and walking in Newry Mourne and Down will be found in more urban areas. Smaller rural settlements, where residents will have to travel further to access services, may be less appropriate places for interventions such as segregated cycle tracks or signalised junctions. Despite this much can be done to facilitate cycling, and in particular walking in smaller settlements.

It is beyond the scope of this document to propose detailed interventions for all the smaller settlements in the district. Instead we have nominated two smaller settlements as case studies. These example settlements can be used as templates and similar principles can be applied to other villages and small towns in the district.

Recommendation NMD-SS-1: Produce active travel and traffic calming plans for all the smaller settlements in the district, following the principles set out below.
Settlements in the district that should prioritised for these studies are: Saintfield, Killyleagh, Castlewellan and Bessbrook.

Ardglass has a population of 1,591 people (2011 Census). The village is located around 6 miles south east Downpatrick. It has been a fishing port over 2,000 years and is still an important centre of the Northern Ireland fishing industry. A commuter village for Downpatrick and Belfast, Ardglass is also a centre of local amenities, where shops and services are concentrated in Castle Place, Quay Street, Kildare Street and Bath Street.

Mayobridge is a small village of 1,069 people (2011 Census). It lies on the River Clanyre and is located around 5 miles east of Newry. It is a commuter settlement for Newry and local amenities include a primary school, a bar, a pharmacy and a convenience store.



Footways and Centre line removal

Through roads in smaller settlements in the district, particularly if they are classified roads, are often quite wide, with marked centre lines. Speeds can be high on rural roads and maintaining roads width as roads enter settlements doesn't discourage high speed. This can be intimidating for pedestrians, especially when there is a lack of crossing facilities.

At the same time, footway provision is usually very poor. Footways are sometimes not provided at all, and often only on one side of the road. Where they are provided they are sometimes very narrow.

As through roads pass through settlements, removing the centre line and narrowing the carriageway, while providing new footways or widening footways with the extra road width is an excellent way of calming traffic, while also providing for pedestrians

Recommendation ARD-FTW-1: Remove centre line and widen footways on the A2 and B1 through Ardglass

Further feasibility work will need to determine where footway widening is possible.

Recommendation MAY-FTW-1: Remove centre line and provide new footways where there are none in Mayobridge on the B7, B8 and Ballyvally Road

Further feasibility work will need to establish whether providing new footways is feasible given road width.

Junction Improvements

Junctions in smaller settlements across the district can be surprisingly large and hostile to pedestrians. With multiple lanes, wide radii and few crossing points, junctions can be complex to navigate for pedestrians and dangerous for drivers too.

Junctions can be improved in rural settlements by narrowing radii, widening footways and reducing road width; and providing controlled crossings and dropped kerb for pedestrian for pedestrian. Ideally roundabouts should be replaced with priority junctions.

Recommendation MAY-JCT: Upgrade key junctions in Mayobridge with the aim of improving road safety and catering for pedestrians and on road cyclists. Junctions to be upgraded are:

- MAY-JCT-1: B8/Chapel Hill junction
- MAY-JCT-2: B8/ Bavan Road junction
- MAY-JCT-3: B8/Old Road junction

Recommendation ARD-JCT-1: Upgrade Hill Street/A2/B1 Junction with the aim of improving road safety and catering for pedestrians and on-road cyclists.

Pedestrian Crossings

Despite the high speed of vehicles in rural areas, smaller settlements rarely feature controlled pedestrian crossings. Controlled crossings (zebra or signalised) should be provided outside key destinations and on desire lines in rural settlements.

Recommendation MAY-PC: Provide controlled pedestrian crossings at the following location in Mayobridge:

- MAY-PC-1: Chapel Hill (by Poor Clare Sisters Convent)
- MAY-PC-2: B7 (by Mayo Road)
- MAY-PC-3: Hilltown Road (by St Anne's Park)
- MAY-PC-4: Ballyvally Road (by Lisvane Park)

Recommendation ARD-PC: Provide controlled pedestrian crossings at the following location in Ardglass:

- ARD-PC-1: High Street (by St Nicholas' Church)
- ARD-PC-2: Quay Street (by viewpoint)
- ARD-PC-3: Bath Street (adjacent to North Pier)
- ARD-PC-4: Ardglass Road (by Spar)
- ARD-PC-5: B1 (by St Nicholas' Primary School)

Filtered Permeability

In some smaller settlements the 'major' through route may not be the most direct. Instead, a more direct route for vehicles may be found on smaller, more residential roads. In the era of map apps and 'satnavs' these smaller more direct roads are likely to receive a higher volume of through traffic, who are also likely to be travelling at higher speeds. In Ardglass, for example, the A2 winds through the village, while Hill Street is a more direct north/south route.

To ensure through-traffic remains routed onto the 'major' road, implementing filtered permeability on smaller roads may be appropriate. This can be delivered using planters, bollards or other features that allow cyclists and pedestrians to pass through but prevent 'rat-running' by motor vehicles.

Recommendation ARD-LTN: Implement modal filtering at the following locations in Ardglass to prevent through traffic:

- ARD-LTN-1: Hill Street
- ARD-LTN-2: Green Road (at junction with The Ward)



Cycle Parking

Smaller settlements in the district rarely provide cycle parking. Often local hubs of civic amenities, facilitating cycle trips to and from these smaller settlements is important.

Recommendation MAY-CP: Provide cycle parking at the following locations in Mayobridge:

- MAY-CP-1: Newry Road (by Eurospar)
- MAY-CP-2: Chapel Hill (by St Patrick's Church)
- MAY-CP-3: Baven Road (by Gorman's Bar)

Recommendation ARD-CP: Provide cycle parking at the following locations in Ardglass:

- ARD-CP-1: Quay Bary (by Sea Gems Cafe)
- ARD-CP-2: Bath Street (By North Pier)
- ARD-CP-3: Downpatrick Road (St Nicholas' Primary School)

Recommendation NMD-SS-CP: Provide some form of cycle parking outside key locations in each of the 28 villages within the district.

15. Complementary Measures

15.1 Access to Cycles

Providing safe cycle infrastructure is key to enable cycling but infrastructure without supporting initiatives is unlikely to lead to significant modal shift. In Newry, Mourne and Down where so few trips are cycled, ownership and access to cycles is likely to be an issue. Likewise, confidence with on-road cycling, and bike maintenance skills are unlikely to be widespread among all sectors of society.

Docked and Dockless Cycle Share Schemes

Cycle hire facilities do exist in Newry, Mourne and Down, but these tend to be tourist oriented and located away from urban areas - such as Ring of Gullion Cycles. Cities and towns across Europe and the UK have had success implementing dock based public cycle share facilities. Since on-street cycle sharing first appeared in London in 2010, many other UK cities and towns have followed suit. The UK now has almost 25,000 bikes available for sharing, with almost 19 million trips made annually on public bike share cycles.

These facilities, where cycles are hired and returned through docking stations, offer convenience for someone looking to make a journey by cycle infrequently, or as a 'one off' or taster for those new to cycling. Although these schemes have been most famously implemented in larger cities such as Paris (Velib), London (Santander) or Belfast (Belfast Bikes), they have also been successful in smaller cities and towns in the UK such as Northampton and Southport, or even in rural areas such as the Norfolk Broads.

Dockless cycle share schemes have also been rolled out across the UK. These schemes are administered through an app and don't require docks. Instead the bikes can be located using the app, hired and then 'locked' anywhere in a geofenced area. The market has been more volatile for these schemes with the rapid rise and subsequent financial collapse of first generation providers such as Ofo and Mobike proving controversial. Since then dockless E-Bike schemes such as Jump have proved steadily successful in London.



Santander Bikes – Cycle Hire in London

Recommendation NMD-ACC-01: Roll out docked public cycle share scheme in Newry:

An E-bike scheme may prove particularly successful in Newry due to the steep terrain in eastern and western suburbs. Docking station locations could include:

- Newry Train Station
- Newry Bus Centre
- Albert Basin
- Canal Quay/Portadown Greenway
- The Quays Shopping Centre
- Damolly Retail Park
- Newry Leisure Centre

If the scheme is successful, further docked cycle share schemes could be implemented in areas such as Downpatrick, or Newcastle/Dundrum/Castlewellan.

Recommendation NMD-ACC-02: Investigate the feasibility of partnering with an existing provider to roll out a dockless public cycle share scheme across the district.

Subsidised Cycle Loan and Purchase Scheme (including adapted bikes and E-bikes)

For those who aren't regular cyclists, committing to purchasing a bike can be a significant outlay, particularly when cycling frequently may not be something they are entirely committed to. In the last year this has become more of an issue where shortage of stock across Europe has driven prices up. Establishing a cycle loan scheme where residents can pay a small monthly fee to 'try before they buy' for a limited period of time has been shown to work well in parts of the UK. Particularly when that fee is then written off against the purchase value.

The cost barrier is particularly notable with adapted cycles, E-bikes and cargo bikes, which are all unlikely to be purchased new for less than £2,000. The prohibitive cost of these cycles excludes those with protected characteristics such as older people, disabled people and parents (particularly mothers) who are more likely to need to use adapted cycles. Similarly small businesses who may be interested in using a cargo bike for deliveries or for transporting goods are likely to be dissuaded by the high price point of cargo bikes.



Adapted Cycle on Greenway

Recommendation NMD-ACC-03: Collaborate with a cycle provider to implement a ‘try before you buy’ cycle loan and purchase scheme.

This should be at an affordable monthly price, should offer a range of cycles, and the loan fee should be written off against the purchase cost.

Recommendation NMD-ACC-04: Collaborate with a cycle provider to implement a subsidised purchase scheme for those with protected characteristics that require adapted cycles, e-bikes and cargo bikes. This could be administered through the health care sector, social prescribing and educational institutions.

Recommendation NMD-ACC-05: Collaborate with a cycle provider to implement a ‘try before you buy’ E-cargo bike loan and purchase scheme for small businesses looking to make the transition to cargo bike deliveries.



Electric cargo bike deliveries in Lewisham

Behaviour Change

Cycle Training

Some cycle training provision is ongoing in Newry, Mourne and Down, most notably adult cycle training takes place out of a cycle hub at the Newry Leisure Centre, and cycle proficiency is delivered in some primary schools. But engagement with stakeholders have revealed that cycle training is now less common than it was a decade ago.

Ensuring residents, both children and adults, feel safe and confident cycling in both traffic free and on road environments will be essential if more trips are to be cycled in the district.

Recommendation NMD-BC-01: Ensure all primary school age children in the district are offered free cycle training through their primary school. This should cover 'learn to ride' skills, and basic on road cycling.

Recommendation NMD-BC-02: Ensure all secondary school age children in the district are offered free cycle training through their school. This should cover basic and advanced on road cycling.



Cycle Maintenance and Dr Bikes

While there are quite a few bike shops in the district, many of these are 'high end' shops that appear to cater to sports cyclists. Repair and servicing costs at these shops may not be accessible to the average resident. DIY cycle maintenance skills are also far from common, even for the simplest repairs such as punctures can be challenging to most. Many casual cyclists might be put off from cycling because the bike gathering dust at the back of a shed has a flat tyre.

Recommendation NMD-BC-03: Provide free cycle training opportunities to all adults across the district. This should cover 'learn to ride' skills, and basic and advanced on road cycling

This could be delivered through week by week cycle training courses or through bespoke one to one training.

Recommendation NMD-BC-05: Roll out a programme of regular Dr Bikes, pop up bike free bike repair events. These should be located at key locations around the district.

Recommendation NMD-BC-06: Roll out a programme of free basic maintenance classes for adults keen to start cycling.

Recommendation NMD-BC-07: Install cycle repair stations and pumps at key locations on cycle routes in the district.

Behaviour Change and Outreach

Cycle training and access to cycle interventions usually work best when they are part of a co-ordinated programme of behaviour change and outreach. Outreach teams can engage with and develop relationships with residents, signposting them and informing about existing schemes; while working to identify barriers and design interventions and incentives that look to overcome these barriers. Sustrans have had success across England with the Bike It Programme, a school-based behaviour change program. Meanwhile, Leading the Way, a workplace-based programme has also been very successful in Northern Ireland

Cycle training is currently delivered out of a temporary cycle hub in Newry leisure centre. Cycle hubs, whether they are simple shipping containers or large retail units can be cornerstones of successful behaviour change programmes. By offering cycle repairs, cycle hire, cycle training equipment hire and purchase and information sharing, they can sometimes become community and social hubs in their own right.

Recommendation NMD-BC-08: Continue and expand behaviour change and outreach programmes in education settings in Newry, Mourne and Down.

Recommendation NMD-BC-09: Expand the offer of the cycle hub in Newry. Investigate feasibility of setting up cycle hubs in Newcastle and Downpatrick.



Shipping container cycle hub

15. 2 Parking Strategy

In urban areas on-street parking space typically represents 20-30% of road space⁶⁰. The use of a large amount of scarce space in towns and cities for parking represents an opportunity cost whereby space that could be used for more socially and economically beneficial purposes is instead used for the temporary storage of private vehicles. This is particularly

⁶⁰ Litman, T (2012)

relevant to cycling and walking, as on-street parking often takes up key road space that could instead be a cycle track or wider footway.

The negative consequences associated with parking are largely caused by policies encouraging the oversupply of parking spaces, and parking prices that are set lower than the social costs of provision – this represents a powerful subsidy to cars and car trips.⁶¹

Under-priced parking leads to inefficient use of space and excessive parking demand. In many urban areas not all car users have to pay for parking at their origin and destination, either because they can park for free on the street or because they are offered free parking by their employer or as a retail customer. However, free parking is not truly free; consumers will ultimately bear parking costs through higher taxes and retail prices, or reduced wages and benefits.⁶² Free parking also raises issues of equity because everyone pays for it but only those who can afford to drive benefit from it.

On-street parking pricing

Failure to charge a market price for on-street parking creates an incentive to spend more time searching for spaces, which often results in more congestion in urban areas.

Critics often claim that parking pricing reduces economic activity by discouraging customers. More often, parking fees result in increased turnover which makes finding a parking space easier, reduces the number of parking spaces required at a location providing financial savings and reduces congestion.

Furthermore, business owners and organisations over-value the importance of parking and car access to their footfall and sales revenue. In 2006 Sustrans interviewed 840 shoppers and 126 retailers on two neighbourhood shopping streets in Bristol to find out how customers travelled and were perceived to travel. In Bristol, retailers overestimated the importance of the car by almost 100%. They assumed that 41% of their customers arrived by car; only 22% had done so. Similarly, in 2015 a survey of local businesses in Waltham Forest found that business believed 63% of their customers arrived by car and only 49% walked. A survey of visitors to the street revealed that only 20% had arrived by car and 64% had walked.⁶³

⁶¹ Russo A., J. van Ommeren and A. Dimitropoulos (2019)

⁶² Litman, T. (2020)

⁶³ Living Streets (2018)

Workplace parking

Free parking at work serves as an implicit incentive for commuting by car. Researchers have demonstrated that the supply of free parking to employees implies a subsidy equal to around 30% of the private costs of the trip. Considering a demand elasticity of car use with respect to private costs equal to -0.5^{64} , the demand for car commuting is inflated by about 15% due to the provision of free parking at the workplace.⁶⁵

Workplace Parking Levy

A workplace parking levy (WPL) is a licensing scheme for workplace parking places. It charges employers and education providers for the number of places they provide that are occupied by employees, students or other relevant persons.

The charge is levied by the licensing authority (the body that implements the WPL) on employers and education providers who provide workplace parking places that are in the scope of the scheme. It is the employer's decision whether to pass the charge on to car commuters or whether to absorb the charge.

By imposing a cost on parking at work, WPL acts as a demand management measure, leading to mode shift to more sustainable modes or reductions in traffic by other means (such as car sharing), a long-term reduction in parking supply and local transport improvements funded by scheme revenue.⁶⁶

Case study: Nottingham City Council Workplace Parking Levy

In 2007 congestion was costing Nottingham £160 million a year, with 70% of peak period congestion made up of commuters. The city council wanted a solution that would provide attractive alternatives to the car, protect the city's commerce and inward investment, and improve the city's environment and sustainability.

To address this challenge the city council decided to implement a Workplace Parking Levy in 2011, placing a modest charge on employers providing 11 or more parking places.

Since the first year of implementation there has been 100% compliance of liable employers, with the scheme generating £75 million in revenue over the first 8 years. Operational costs associated with the scheme have represented less than 5% of generated revenue.

⁶⁴ Litman, T (2017)

⁶⁵ OECD (2021)

⁶⁶ TFL (2020)

With the money generated the city council has been able to invest in sustainable transport measures such as new tram routes, electric buses, cycling and public transport smartcards.

Academic evaluation has demonstrated that Public Transport/Cycle Mode Share and Bus Patronage in the city has increased. Statistical analysis shows that the WPL has had a statistically significant impact on congestion and that enhanced public transport options are positively influencing inward investment.⁶⁷⁶⁸

Recommendation NMD-PRK-01: Undertake comprehensive review of parking supply and utilisation.

Develop a comprehensive inventory of on and off-street parking in urban areas. An absence of such data may lead to an oversupply of parking, resulting in underutilised public space. In addition, NMDDC should commission parking surveys in urban areas to develop an in-depth understanding of the utilisation of on-street parking. This may help to support the case for the reallocation of road space to more sustainable modes of transport.

Recommendation NMD-PRK-02: Undertake review of on-street parking pricing strategy.

Recommendation NMD-PRK-03: Introduce long-term parking reduction strategy in urban areas.

⁶⁷ www.local.gov.uk/sites/default/files/documents/Nigel%20Hallam%20PP.pdf

⁶⁸ ashden.org/winners/nottingham

Recommendation NMD-PRK-04: Investigate feasibility of Workplace Parking Levies for businesses that provide 10 or more on-site parking places for employees.

Workplace Parking Levies have been shown to reduce congestion and increase the mode share of active travel and public transport. They can also serve to generate revenue that can then be used for investing in new transport infrastructure.

Recommendation NMD-PRK-05: Introduce controlled parking zones in residential areas.

Recommendation NMD-PRK-06: Improve enforcement of pavement parking

16. Delivery

This document has set out a suite of proposals that, if delivered, will see a shift from motor vehicle use towards active travel in Newry, Mourne and Down. The proposals are ambitious and delivering these in any circumstances would be a significant undertaking. Given constraints around funding and the limits on statutory powers of Newry, Mourne and Down District Council this will be a particular challenge. The proposals in this document, although specific, are the product of a high-level desk study. Further feasibility work will be required for almost every recommendation to establish whether these proposals are deliverable.

Securing funding to achieve the vision set out in the masterplan is the obvious barrier to delivery. Realistically the most likely funding source for the majority of interventions is the Department for Infrastructure. There has been limited funding available for active travel measures from DfI in recent years and the yearly budget cycles make it difficult to plan funding for interventions in the longer term. Conversations with DfI staff have indicated that the department will be looking to fund cycling and walking infrastructure in future years, particularly if it meets appropriate quality standards. An alternative source of funding could be the Department for Communities, particularly where proposed interventions complement urban realm improvements.



Cycle track constructed using temporary materials

In the last year, Covid-19 has seen an acceleration of the delivery of cycling and walking schemes across the UK. The majority of these schemes are experimental and have been implemented on a 'pop up' or trial basis. Temporary materials such as planters, wands, bollards or even water filtered barriers have often been used to deliver these schemes at a fraction of the cost of a permanent scheme. This approach is worth investigating in Newry, Mourne and Down, particularly when implementing segregated cycle routes, school streets, Low Traffic Neighbourhoods and other modal filters.

Recommendation NMD-DEL-01: Investigate delivering some schemes on a trial basis, using cheaper temporary materials in the short to medium term.



Low Traffic Neighbourhood delivered using temporary materials

Recommendation NMD-DEL-02: Set up an active travel steering group for Newry, Mourne and Down. This should ideally involve representatives from NMDDC, DfI, DfC, Translink, PHA and ORNI, as well as other local significant stakeholders. This should meet regularly and set strategic and practical direction for the delivery of the active travel masterplan.

Another challenge is the statutory powers of NMDDC. Much of the proposed interventions involve changes to land within the bounds of the public highway. In Northern Ireland (unlike in

the rest of the UK), the local authority is not the highway authority so working closely and collaboratively when scoping proposals in more detail will be essential. When delivering interventions such as greenways, which do not use public highway, negotiations with landowners are likely to be extensive. Establishing a steering group comprised of NMDDC and other stakeholders would set direction for a programme of active travel measures, ensuring that delivery is proceeding according to the strategic vision of the masterplan.

16.1 Community Engagement

The recommendations in this document are transformational. If delivered they would amount to a substantial reprioritisation of road space and transportation priorities away from motor vehicles. This is particularly the case in urban areas where the public realm is likely introducing significant changes. Although this will be welcomed by some it is unlikely to be universally popular. And the experience of delivering active travel schemes in other cities in has demonstrated that there is likely to be a vocal minority who will fiercely oppose any changes. Even supporters of active travel schemes can sometimes feel that changes have been imposed on them by local councils or highway authorities without any mechanism for feedback or accountability.



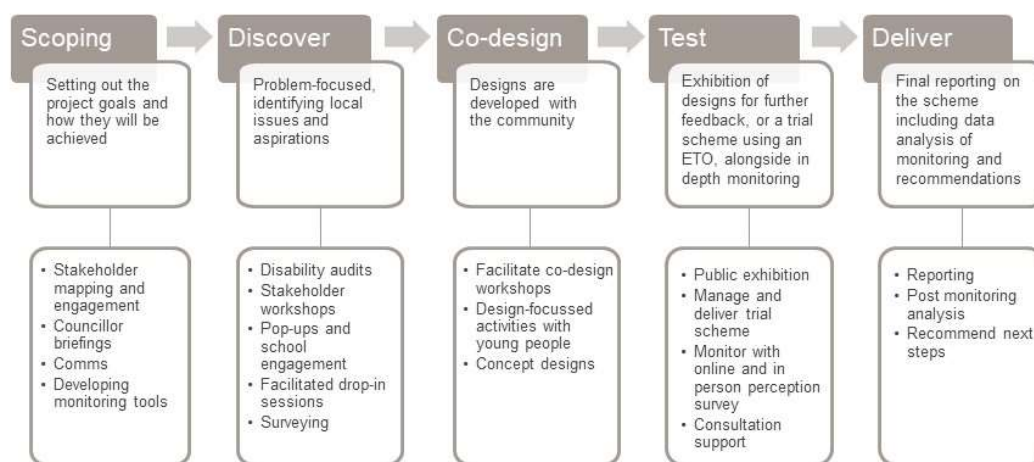
Public Engagement Board in Lewisham

It is therefore vital that all schemes proposed in this document are implemented alongside a process of meaningful community engagement. This should go beyond the statutory requirement to consult residents, and not only seek to establish 'buy in' from the local community, but also be genuinely receptive to feedback. The best community engagement understands that local people are experts in their own area and that input from these people will lead to a better scheme.

Collaborative Design Process

A collaborative design process is the gold standard of community engagement. It invites the community to act as co-designers themselves, rather than just passive residents to be consulted. It ensures the creation of places that are equitable and responds to the various needs of local people, in particular those excluded by the standard 'consultation' process.

Sustrans Collaborative Design Process



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The Sustrans Collaborative-Design Approach

The Sustrans Collaborative-Design Approach (shown above) has five stages. The *Discover* phase is focused on issue-gathering and gives communities an opportunity to share views on what is and isn't working in their local area. The *Co-design* phase looks at potential solutions or interventions while asking the community to design what they think would work in their area. The *Test* phase presents design options, or a final design, and asks for feedback from community.

In the age of Covid-19, it's important to remember that, where possible, engagement should not be online only. Although online tools have their part to play, they exclude large sections of society. Using walkabout, face-to-face events and 'pop ups', on-street boards, posters and feedback boxes ensures that a more diverse section of the community is reached during engagement.

It is also essential to actively seek out lesser heard voices in the community. This is usually best achieved through working with key stakeholders such as schools, businesses, faith organisations, resident's groups and groups representing those with protected characteristics.



Recommendation NMD-ENG-01: Ensure a 'community engagement first' approach is taken when delivering active travel projects. Ideally this should be a process of Co-design, particularly when delivering larger schemes.

16.2 Monitoring and Data Collection

Discussion with stakeholders during the drafting of this document have revealed that there is very little supporting data for active travel schemes in Newry, Mourne and Down. Along with using existing data, such as collision records, monitoring and data collection is necessary to make the case for active travel schemes.

Monitoring and data collection plays a key role in both assessing schemes that have been delivered and assessing what type of intervention is needed. It will also help us to understand the impact, benefits and dis-benefits of schemes so that immediate changes can be made, where possible, and lessons can be learned for future schemes. It will be required to respond to stakeholder feedback, support case making activity and inform future policy and investment decisions.

The first step is to define the objectives for each scheme, linked to the strategic aims for the project and local needs. For example, objectives for a cycling scheme could include an increase in the number of people cycling, improving the cyclist experience, improving safety (including perceptions of safety), and/or the role of the scheme in cycle network cohesion and connectivity.



Traffic Counts

Monitoring the impact of schemes on groups with protected characteristics is also critical to ensure that the needs of all users have been considered in the development of a scheme. Specific engagement with targeted groups, such as disabled people, may be highlighted by the nature of the scheme or work arising from an Equality Impact Assessment.

Traffic Data (i.e. Automatic Traffic Counts (ATC), Manual Traffic Counts (MTC), or Turning Counts)

Traffic data collection is important before and after scheme delivery, to evaluate the impact of schemes, particularly those aimed at restricting motorised traffic or improving active travel routes.

Where possible, baseline traffic counts should be undertaken at a time of year when traffic flow is expected to reflect average trip patterns, i.e. not during school holidays. Seven-day counts are often useful to understand how traffic flow varies throughout the week, especially as peak flow can vary between locations (e.g. a residential area may see higher weekday traffic flow due to school traffic, while a town centre high street may see higher weekend traffic flow). Classified data will also identify the mix of general traffic and larger vehicles (buses, LGV/HGV etc.). Understanding traffic flow is important for imagining how the experience of a street for people walking or cycling changes throughout the day.

Traffic counts can be classified (usually by vehicle type e.g. LGV, HGV, Taxi) and be conducted on links and junctions, and as turning counts and parking counts. Origin-destination surveys (often via Automatic Number Plate Recognition (ANPR) technology) are also useful for understanding trip patterns in a defined area, which can be especially useful for identifying the proportion of rat-running traffic through a residential neighbourhood.

Traffic data collection after a scheme has been delivered will allow assessment of how traffic flow has changed in an area. This should ideally be undertaken at the same time of year as the baseline survey, also at a time when traffic flow is expected to reflect average trip patterns. When designing traffic counts it is important to commission a sufficient number of carefully identified locations, inside and outside the immediate scheme area, especially if it is desired to understand traffic displacement from some streets onto others and the overall impacts of the scheme beyond their immediate footprint.

Traffic data collection should also be considered on an ongoing basis at key locations around the district as part of a district wide monitoring strategy.

Air quality monitoring

Air quality monitoring should only be considered where there is likely to be a significant impact on emissions as there is difficulty attributing changes in air quality to the project versus travel restrictions and weather. Air quality measures can change depending on how the sensor is installed, for example low or high on a wall. It is difficult to accurately measure air quality at a local scale without long term sensors.

Traffic data will need to be collected in order to model how traffic flow impacts emissions. Diffusion tubes can also be installed, however ideally, they should be in place for a year before a scheme is introduced.

Pedestrian and cycle counts

Measuring the number and flow of pedestrians and cycles before and after scheme delivery is recommended across a range of Active Travel projects to understand the impact of the scheme on people walking and cycling. Counts can be conducted manually (on site or from recordings) or automatically through sensors or video analytics. Like traffic counts, pedestrian and cycle counts can be undertaken on links and/or junctions as turning counts. It may also be useful to record the type of cycle that are being used e.g. private, cargo or cycles adapted for mobility impairments.

In line with statutory duty responsibilities to promote equality of opportunity, good relations and rural needs, understanding, assessing and monitoring the impact of schemes on groups with protected characteristics is also critical to ensure that the needs of all users have been considered in the development and implementation of a scheme. Specific, focused engagement with target groups may be highlighted by the nature of the scheme or work arising from an equality screening and rural needs impact assessment. Where possible data should be collected that is comparable across surveys and schemes e.g. sociodemographic indicators, general travel behaviour (frequency of use by mode), changes in behaviour,

satisfaction questions about the specific scheme etc. This could also capture trip purpose, mode shift, and physical activity levels.

Recommendation NMD-MON-01: Ensure new cycling and walking schemes are adequately monitored before and after implementation. Monitoring should include:

Traffic Monitoring (ATCs)

Air Quality monitoring

Pedestrian and Cycle Counts

Recommendation NMD-MON-02: Implement a monitoring strategy across the district. Data should be collected at key locations on an ongoing basis. This should include:

Annual ATCs and Ped/Cycle counts

Monthly Air Quality monitoring (NO2 Diffusion Tubes)