

DERRY CITY AND STRABANE DISTRICT COUNCIL

LOCAL DEVELOPMENT PLAN (LDP) 2032



EVIDENCE BASE EVB 11

TRANSPORT & MOVEMENT (Updated May 2017)

This Document is one in a series, which builds up to form the 'evidence base' that informs the preparation of the Local Development Plan (LDP).

It comprises initial Workshop Paper(s) on this Planning topic that were presented to Council Members during 2016 / 2017, which have been subject to Member discussion and input, before further discussion at the Planning Committee (LDP) and in turn feeding into the LDP Preferred Options Paper (POP) and then the Plan Strategy (PS) and eventually the Local Policies Plan (LPP) which together form the LDP.

Therefore, the afore-mentioned evidence base will be continually updated, to additionally include the latest information, input from public engagement, statutory consultees, stakeholder groups, Sustainability Appraisal and from other Departments within the Council, including Community Planning.

The Evidence Base is published as a 'supporting document' in accordance with Article 10(a) and 15(a) of the Planning (LDP) Regulations (NI) 2015



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Paper 1: Transport and Movement – Legislation, Policy and Local Context

Purpose of Paper: The purpose of this report is to advise Members on the following: an overview of the legislation / policy and how transport and movement should be considered in the LDP; a summary of existing transport and how it is used and key future transport proposal and initiatives in the District; then to consider the implications of transport and movement and our LDP. Members' input is invited.

Content: The paper provides information on:-

- (i) The legislative hierarchy in place in relation to transportation and movement;
- (ii) Transportation and movement within our District; and
- (iii) The scope of the Local Development Plan (LDP) to enable the development of good transportation and movement.

Conclusion: Councillors should note the contents of this paper in relation to transportation and movement and provide input / feedback on how this aspect should contribute to our LDP.

1.0 Introduction to Paper

- 1.1 This Paper is one in a series, building up the evidence base that will inform the preparation of the Local Development Plan (LDP). The LDP will have a new approach to spatial planning and promoting appropriate development in line with the Community Plan, moving away from the reactive planning of the past, towards a more proactive approach.
- 1.2 The discussion and input from Council Members at Workshop 6 will then feed into a forthcoming 'options' Paper on these matters to the Planning Committee (LDP) - for decision, which will in turn feed into the LDP Preferred Options Paper (POP) which is due out in Spring 2017.
- 1.3 Therefore, this Paper mainly provides Members with an overview of the planning legislation and policy covering transportation and movement, summarises movement within our District and considers how this can be addressed into the new LDP for our District, including when considering designations, zonings, proposals and policies that will facilitate and promote good connectivity.
- 1.4 Transportation provision is not the responsibility of the LDP, there are other Departments and agencies who have this role. However, the LDP can respond to the upcoming proposals and improvements to the infrastructure and work with these agencies to benefit to District as a whole.
- 1.5 The purpose of the planning system is to secure the orderly and consistent development of land with the objective of furthering sustainable development and improving well-being. Good transportation and movement is integral to every aspect of the plan, including housing, economic land and retail etc.
- 1.6 In essence, the statutory framework seeks to ensure that when preparing its Local Development Plan (LDP), the Council will take full account of the implications of transportation and movement in relation to proposed land use zonings, locations for development, linkages and settlement limits.

2.0 Legislation

a) National Legislation

- 2.1 Relevant Legislation is provided by The Planning Act (Northern Ireland) 2011 and The Planning (Local Development Plan) Regulations (Northern Ireland) 2015.
- 2.2 The Planning Act (Northern Ireland) 2011 - Under Part 2, Paragraph 20 Council must have regard to any guidance issued by:
- a) The Department;
 - b) The Department of Regional Development (now DfI);
 - c) The Office of the First Minister and Deputy First Minister.

b) Regional Policy

- 2.3 Regional Planning Policy is set out in:

Regional Development Strategy 2035 (RDS):

- 2.4 The relationship between transport and land use has a strong influence on the RDS aims to support strong, sustainable economic growth and to promote development which improves the health and well-being of communities. The RDS considers better integration between transport and land use as fundamental to progress in implementing regional guidelines.
- 2.5 The RDS outlines Regional Guidance on Transportation. Regional Guideline 2 (RG 2) aims to deliver a balanced approach to transport infrastructure that takes account of the needs of our environment, society and economy. This approach is seen as a prerequisite to remaining competitive in the global market. The focus is on managing the transportation network in a better and smarter way so as to use road space and railways more efficiently, improve access to towns and cities and improve road safety.
- 2.6 Regional Guideline 9 (RG 9) aims to reduce our carbon footprint and facilitate mitigation and adaptation to climate change whilst improving air quality. Reducing greenhouse gas emissions from transport is listed as one of the mitigating measures and reduced car use is considered necessary in moving towards this goal.
- 2.7 Being part of an island, air and sea ports and land gateways are of fundamental importance to NI. Our gateways should be able to cope with the volume and variety of traffic passing through them. They should also aim to accommodate businesses that benefit from proximity to the point of entry/departure.
- 2.8 The RDS highlights Derry's role as the principal city of the North West and a key cross border and international gateway with an airport, sea port, and strategic links to Letterkenny and Donegal.
- 2.9 The RDS also outlines Spatial Framework Guidance on Transportation. *SFG6 aims to develop a strong North West.* Planning for physical

infrastructure is one of the central elements to the development of a strong North West. Londonderry is well suited to provide a regional level of service to much of the western part of Northern Ireland and to a substantial part of County Donegal. The role of Strabane should also be enhanced. Strabane performs an important role in providing services to local communities.

- 2.10 *SFG8 aims to manage the movement of people and goods within the North West.* The RDS recognises that transport has a key role to play in developing competitive cities and regions.
- 2.11 *SFG14 aims to improve accessibility for rural communities.* Rural communities can be disadvantaged by virtue of their remote location from a range of facilities and essential services. This disadvantage can be lessened by innovative use of existing services and the application of new and developing technologies.

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

- 2.12 The former Department for Regional Development set three high level aims for transportation along with twelve supporting strategic objectives, covering the economy, society and the environment. It shows how strategic transportation interventions can be assessed against these to allow informed decisions to be made on future transportation investment. It will be used to guide decisions on strategic transportation interventions beyond 2015.

Sub-Regional Transport Plan 2015 (June 2007)

- 2.13 The Sub-Regional Transport Plan (SRTP) 2015 is the third and final transport plan that takes forward the strategic initiatives of the Regional Transportation Strategy (RTS) for Northern Ireland 2002-2012.
- 2.14 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 the Belfast Metropolitan Area and Regional Strategic Transport Network Plans detailed below.
- 2.15 In line with the Regional Transportation Strategy, the SRTP notes the highway linkages with the 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

Sub-Regional Transport Technical Supplements (2007)

- 2.16 The SRTP Technical Supplements provide additional background detail for the transport proposals contained in the SRTP. These are listed by geographic area for those former Northern Ireland Council areas outside of the Belfast Metropolitan Area, which were current when the SRTP was

developed in 2007. Technical Supplements were produced for both the former Derry and Strabane Districts.

2.17 The Sub-Regional Transport Technical Supplements for the Strabane District Council stated that the current principal problems for the former District included:

- town centre congestion at peak hours due to substantial through traffic movements;
- significant levels of illegal parking, particularly in core town centre areas;
- poor town centre pedestrian links to main attractors and limited crossing opportunities;
- bus services delayed by traffic congestion.

2.18 The Sub-Regional Transport Technical Supplements for the former Derry City Council area stated that the current principal problems for the former District included:

- city centre congestion at peak hours due to substantial through traffic movements;
- significant levels of illegal parking, particularly in core city centre area;
- long-stay commuter parking reduces availability of short-stay parking at prime parking locations in the city centre;
- poor city centre pedestrian links to main attractors and limited crossing opportunities;
- bus services delayed by traffic congestion;
- a local air quality management area has been declared due to traffic related emissions encompassing parts of Creggan Road, Windsor Terrace on Infirmary Road, Creggan Street and Marlborough Terrace on Lone Moor Road.

Regional Strategic Transport Network Transport Plan 2015

2.19 The Regional Strategic Transport Network Transport Plan (RSTN) 2015 has been prepared by the then Department for Regional Development. The Plan is based on the guidance set out in the Regional Development Strategy (RDS) and the Regional Transportation Strategy (RTS).

2.20 SPG-TRAN 1 of the RSTN states that, a major theme of the RDS with regard to transportation is the development of the RSTN, the strategic transport framework of the region, which will include 5 Key Transport Corridors (KTCs). The KTCs are the top tier of the Region's long distance routes connecting the cities and main towns to the major regional gateways and the Belfast Metropolitan Area (BMA) and include:

- the **North Western Corridor** – links the BMA to Londonderry, strengthening access to Belfast International Airport;
- the **Northern Corridor** – links the BMA to Antrim, Ballymena, Ballymoney, Coleraine, Limavady and Londonderry by road and rail;
- the **Western Corridor** – links west of Lough Neagh between Donegal, Londonderry, Strabane, Omagh, Monaghan and Dublin; and

- the **South Western Corridor** – links the BMA to Craigavon, the Fermanagh Lakelands, the Sperrins and to important cross-border routes.

Strategic Planning Policy Statement (SPPS) (September 2015):

- 2.21 Under the provision of the SPPS it is important to successfully integrate transport and land use generally in order to improve connectivity and promote more sustainable patterns of transport, travel, housing and economic development. Furthering sustainable development also means ensuring the planning system plays its part in supporting the Executive and wider government policy and strategies in efforts to address any existing or potential barriers to sustainable development. This includes strategies, proposals and future investment programmes for key transportation, etc.

Planning Policy Statements

- 2.22 **PPS 3: Planning Policy Statement 3: Access, Movement & Parking (PPS 3)** sets out the Department's planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. The main objectives of the statement 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.
- 2.23 Development Control Advice Note 15 (DCAN15) sets out and explains those standards contained in PPS 3 and is a material consideration for planning applications and appeals.
- 2.24 **Planning Policy Statement (PPS) 13 - Transportation and Land Use (PPS 13)** supports the RDS objectives of creating balanced and sustainable spatial development in Northern Ireland. PPS 13 defines the processes and policies flowing directly from the RDS strategic policy guidance relating to the integration of transport and land use planning. The key objectives are:

- To support the development of the RSTN, based on key transport corridors, to strengthen the internal cohesion and external linkages to the region; (SPG-TRAN1)
- To support and facilitate the improvement of public transport services and the consideration of innovative transport alternatives to promote accessibility; (SPG-TRAN 2)
- To locate development through the land use planning process in order to reduce the need to travel and maximise the potential of the existing transport network; (SPG-TRAN 3) and
- To offer a realistic alternative to the private car by maximising the potential use of more sustainable modes and improving opportunities for walking and cycling in travel culture, reduce congestion and contribute to healthier lifestyles. (SPG-TRAN 4)

2.25 General Principle 1 of PPS 13 states that the integration of transportation policy and land use planning should be taken forward through the preparation of development plans and transport plans informed by transport studies. Development plans and transport plans have a complementary role to play and should reinforce each other. This will ensure that the land use allocations, key site requirements and policies of a development plan are closely linked with the policies, proposals and investment priorities in the transport plan.

2.26 In practice, this will require close liaison between land use planners, transport planners and public transport providers. A key stage in the process is the preparation of a transport study. This will provide details of the transport issues, problems and opportunities across a plan area. It will also include an analysis of car parking and can assess the need for appropriate local policies or proposals in the development plan/transport plan.

2.27 The study should also provide the basis to determine the extent to which potential development land is accessible by all modes of transport. It will help inform the process of land use allocation in a development plan and assist in the identification of key transportation requirements for these and other major development sites. Where the transport study or transport plan puts forward any schemes or measures, which have land use implications, these should be identified in the development plan.

2.28 Appendix 2 of PPS 13 relates specifically to Accessibility Analysis. It states that Accessibility Analysis is the process of measuring ease of travel from or to specific origins or destinations in order to provide an evaluation of the travel opportunities available, that connect people from where they are to where they want to go. Such analysis will normally be carried out as part of a transport study undertaken in support of a development plan or a transport plan. Accessibility analysis will inform and assist the preparation of development plans and transport plans focusing primarily on the following two areas:

- assessing settlements in terms of their relative connectivity to neighbouring cities and towns; and

- assessing potential development sites in terms of their level of integration with public transport, cycling, walking and the responsible use of the private car.

Current Area Plans

- 2.29 **Derry Area Plan 2011:** The DAP was adopted in 2000 and is beyond its notional end date of 2011. The DAP 2011 states that the priorities for transportation will be to minimise and, where possible, reduce the impact of transport on the environment by a balanced approach to the promotion of alternative means of private transport and improved public transport while ensuring that external access is improved and that industry and housing development continues to be adequately serviced.
- 2.30 The aim will be to develop an efficient, safe, accessible and sustainable transportation system which offers better choice and mobility for all its users. The DAP 2011 outlines 5 policies and 1 proposal regarding Transportation:
- Policy TR 1 Public Transport
 - Policy TR 2 Traffic Management/Bus Measures
 - Policy TR 3 Cycling
 - Policy TR 4 Access onto Main Traffic Routes
 - Policy TR 5 Car Parking Provision in New Developments
 - Proposal TR 1 Strategic Highway Proposals
- 2.31 **Strabane Area Plan 2001:** The SAP was adopted in 1991 and is now beyond its notional end date of 2001. The SAP dedicates Section 16 to Transportation. The SAP designates the Omagh-Strabane-Londonderry road and the short connection from Strabane to the land boundary at Lifford as Protected Routes. The SAP states that the former DOE is responsible for the provision of new roads and car parks, the maintenance of the existing road network including up-grading and for the implementation of traffic management measures. The proposals contained in the Plan are geared towards the improvement of the Omagh-Strabane-Londonderry road, the reduction of traffic congestion and vehicular/pedestrian conflict in urban areas and the improvement of the existing roads system to remove traffic hazards and to facilitate future development. Urban car parking provision will be monitored on an on-going basis and additional spaces provided to meet the demand. Schemes which have been completed include the A5 Newtownstewart bypass (completed 2002) and Phase 2 of the A5 Strabane bypass (completed 2003).
- 2.32 **The County Donegal Development Plan 2012-2018** dedicates Chapter 4 to Infrastructure (Variation No.1, July 2013). The plan states that the transportation network is particularly fundamental in attracting investment, developing the tourism industry, addressing climate change and in creating sustainable places and communities. Connectivity between the Border Region and Northern Ireland is considered critical to its future development. Integration with the RDS is a fundamental consideration in the development of strategies for the Region.

2.33 Objectives and policies include:

- To achieve quality strategic International, National and Regional links to sea, air and rail from Donegal to other Gateways, locations and markets. This includes supporting and promoting City of Derry airport as an important strategic cross border infrastructure asset for east Donegal;
- To support the provision of a rail link between the Letterkenny/Derry linked Gateway. The Council have initiated feasibility work on re-establishing rail links in the North West both with the Western Rail Corridor and with Dublin and Belfast and is working with the other counties along the Border to progress this initiative;
- To work in partnership with the Northern Ireland authorities to strengthen cross border transportation links (including the A5 Western Transport Corridor) and support the development of new links.
- To support and facilitate the development of public, semi-public and community projects and proposals which provide innovative transport solutions in rural, disadvantaged and border areas such as rural park and ride schemes, rural carpooling and car sharing schemes, and bus and taxi schemes in consultation with public, private and community organisations north and south subject to the proper planning and sustainable development of the area.

The Community Plan

2.34 The new duty of Community Planning introduced in April 2015 requires the Council to lead the process of creating a long term vision for the social, environmental and economic well-being of the area and its citizens. The Local Government Bill introduces a statutory link between the resultant Community Plan and the Council's Local Development Plan (LDP), in that the LDP must take account of the Community Plan in its preparation. Therefore it provides the key context at the local Council level for the preparation of the LDP.

2.35 The new style of LDP provides a unique opportunity for the Council to genuinely shape the district for local communities and will enable them to adopt a joined up approach, incorporating linkages to other functions such as regeneration, local economic development and community planning. The Local Government Act introduces a statutory link between the Community Plan (CP) and the LDP, in that the preparation of the LDP must 'take account of' the CP – which provides the higher-level strategic aspirations for economic development in the District. It is intended that the LDP will be the spatial reflection of the CP and that the two should work in tandem towards the same vision for the Council area and our communities and set the long term social, economic and environmental objectives for the District.

Masterplans

2.36 **The One Plan**, under Transformational Theme 5, will implement the Integrated Transport Strategy which will ensure that there is an effective and efficient transport operating system. The key objective of the Strategy is to achieve behavioural shift from the private car to other forms of sustainable transport. The Strategy will develop a number of major projects to create a fully integrated and accessible transport network. Key projects include:

- Quality Bus Corridors (QBCs), bus priority, Park and Ride and Feeder Services (to include accessible and rural transport services and taxis);
- Upgrade of the Rail Line and Rolling Stock;
- Upgrade of the A5 and A6 (and the Atlantic Corridor routes);
- Orbital Link with a 3rd Road Bridge; and
- Implementation of Walking and Cycling Masterplan (Sustainable Travel/Model Travel Town).

2.37 **Strabane Masterplan:** There are 10 Regeneration objectives. Regeneration Theme 8 is to make Strabane a convenient and accessible place to visit by all means of transport. The suggested actions to achieve this theme are:

- Develop a parking strategy to ensure adequate parking in convenient locations.
- Improve the organisation, control and management of taxis in the town centre.
- Develop a wayfinding/signage strategy to ensure easy navigation of the town centre, both in vehicles and on foot.
- Provide a friendly, convenient and reliable bus service to the town centre.

2.38 There are 4 Strategic Design Principles. Strategic Design Principle 3 also aims to create an accessible, legible and welcoming Town Centre. Key issues which need to be addressed include:

- Ensure that the relationship between vehicular traffic, pedestrians, and cyclists maximises accessibility for all users.
- Design streets and walks to ensure that people can easily and conveniently get to where they need to be.
- Provide attractive and convenient pedestrian and cycle links to adjoining areas enhancing the overall accessibility of the central area; and
- Enhancing key gateways and ensuring development in the vicinity of gateway locations is of the highest design standard and makes a positive contribution to the arrival experience.

2.39 **Ebrington Development Framework:** With the established Peace Bridge links and the new King Street links, the Ebrington Development Framework (EDF) proposes to integrate Ebrington more directly with both the Waterside, at Ebrington Presbyterian Church and with St. Columb's Park.

The EDF has made use of the spatial analysis work carried out by Space Syntax in 2010 on Derry as a whole. Space Syntax identified 'offer' (opportunities) from the City to the Ebrington Site:

- Walled City and surrounding area is comfortably within walking distance of Ebrington;
- Peace Bridge generates footfall to Ebrington Square;
- St Columb's Park (largest green space in the City) borders the site;
- Two arterial routes to the City (Limavady Rd and King St / Dungiven Rd) border the site

2.40 Space Syntax also identified 'offer' from the Ebrington Site to the City:

- Utilising Ebrington's topography to absorb parking and infrastructure, providing new public realm connecting the Waterside to the park;

- A new network of routes with a high permeability will form a new local centre within close walking distance and complementary to the Walled City;
 - New more permeable and legible connections will be made to St Columb's Park, establishing a better relationship with it and the City's residents;
 - Improved permeability and engagement with the riverfront;
 - A more legible connection from the Walled City to Limavady Road and beyond, specifically the new Foyle Arena and the new Foyle and Londonderry College;
 - New vehicular access junction will provide an additional controlled pedestrian crossing point on Limavady Road, providing safe access for nearby schools to St Columb's Park, Ebrington Square and the Walled City.
- 2.41 **Fort George Development Framework** provides for up to 82,274 sqm of floor space. To date a portion of the site has been developed for office accommodation (the North West Regional Science Park, NWRSP) and the construction of the Hibernia Exchange Centre (Project Kelvin facility) to bring direct international connectivity to Fort George and the North West.
- 2.42 Planning Application A/2012/0335/O granted outline permission in December 2015 for the development of this former MOD site; it is located just within the Central Area. The proposal set out the development framework for the 6.2 ha site and provides for a significant mixed use development to include residential, office, employment and education uses, retail, cafes, bars and restaurants and associated multi story and surface car parking.
- 2.43 **Space Syntax**: undertook an Urban Baseline Study for Ilex in 2010 including spatial accessibility analysis and pedestrian movement analysis and identified opportunities and constraints in the city. It highlighted the fragmentation of spatial structure of the city due to the natural topography. The city appeared not to be exploiting attractions such as the River Foyle and the Walled City.
- 2.44 **Access Plan Derry~Londonderry 2009-2014**: The Plan aims to identify and develop walking and cycling access provision across the former Derry City Council District while simultaneously promoting new access opportunities, both urban and rural, in order to ensure the continued enjoyment and appreciation of the countryside by both local residents and visitors. The Plan recognizes the high environmental quality of our district as an important factor in attracting investors and visitors through increased access opportunities.
- 2.45 **Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland (August 2015)**: This high level strategy, carried out by the then DRD, aims over a 25 year period to set out progressively how we can transform NI into a place where travelling by bicycle is a healthy, every day activity. It will be supported by a Bicycle Strategy Delivery Plan which will outline specific time bound actions to realise the strategy.

Exercise Explore Enjoy: A Strategic Plan for Greenways (2016) sets out the plans for a network of greenways, connecting towns and cities to the villages and countryside across all eleven councils.

- 2.46 **North West Greenway Strategy:** Derry and Strabane Council and Donegal County Council have now adopted and published a plan for greenway development in the North West. The document, delivered on commission by the sustainable transport charity Sustrans, provides the basis of a strategic and co-ordinated plan for the development of a greenway network across the North West. It provides a potential greenways map, which identifies a series of recommended greenway routes for further investigation, as a result of information gathered and initial consultations. The Plan also serves as a useful tool and starting point for stakeholders and groups looking to develop potential greenways.

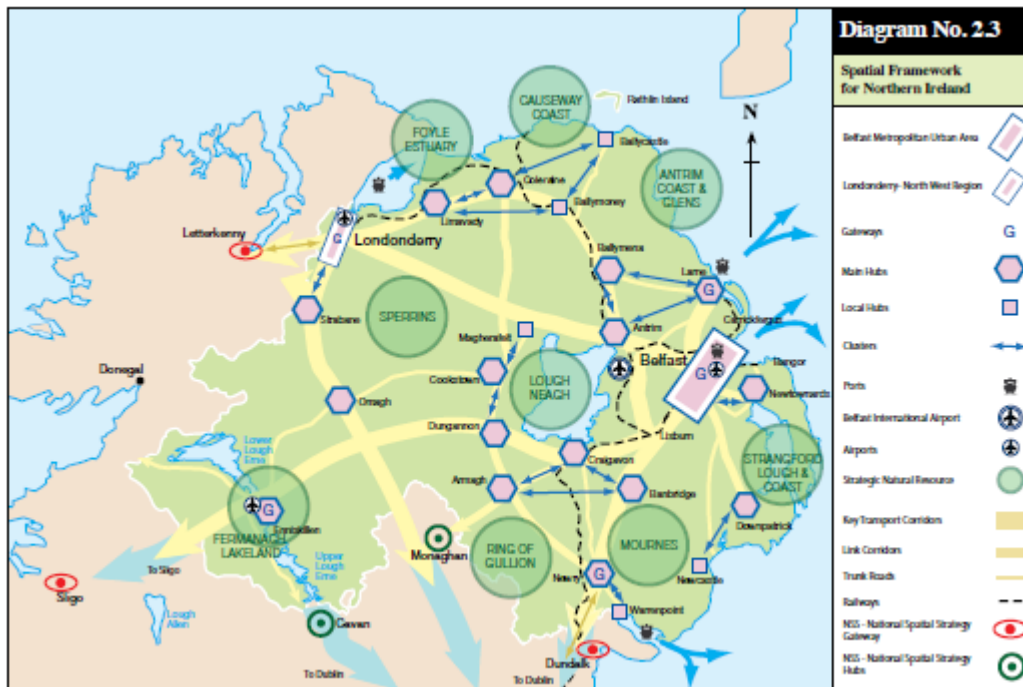
3.0 Transportation across the Council Area

3.1 The District has a wide variety of transportation services and links including the road network, pedestrian and cycle paths, the railway, the airport, the port and public and community transport. This section provide detail of the transport provision within the District.

Road Network

3.2 Travelling on the road by car or bus is the most common form of transport within our District. As shown in Fig 1, both Derry and Strabane sit on Key Transport Corridor – linking Derry to Belfast (A6) and Derry to Dublin (A5). Derry is also linked to the North Coast by the A2 and to Donegal via the Buncrana Road (A2) and the Letterkenny Road (A40), while Strabane is linked to Donegal at Lifford Bridge (A38).

Fig 1



Regional Development Strategy 2035

3.3 There are no Motorways within the District, and of the 2312.8km of road length within our District 17.5km is dual carriageway and 91.7km single carriageway A class road. Table 1 in Appendix 1 shows the breakdown of the remaining road types in the District and details that the majority of the roads are unclassified.

3.4 There are a number of Protected Routes within the District, some of which extending into neighbouring Council Districts and to the border with the Republic of Ireland. The Designation of Protected Routes is done by Transport NI and are identified in the LDP and will be subject to Protected Routes Policy. A list of the Protected Routes within our District can be found at Tables 2 & 3 of the Appendix 1.

Modes of Travel and Public Responsibilities

- 3.5 As previously mentioned, the District has a wide variety of transportation networks and services, and there is also a wide range of bodies involved in the provision of these networks and services.
- 3.6 Transport NI, under the Department for Infrastructure (DfI), are the sole Road Authority in Northern Ireland, responsible for public roads, footways, bridges, and street lights. DfI are responsible for the formulation of the Regional Transport Strategy and Transport NI is responsible for its implementation. DfI are also responsible for the development of local transport plans.
- 3.7 The Travel Survey for Northern Ireland Report 2013-2015, carried out by DfI has now been published and contains key information on journeys taken by Northern Ireland residents by mode of travel and purpose of journey in the period of 2013-2015 (Appendix Table 4). The survey states that most common mode of transport was by private car, which at driver and passenger combined equated to 71% of the total. This figure has remained relatively unchanged over the past four surveys. 6% of journeys were taken by all the public transport combined, while 18% of journeys were carried out on foot and 1% on bicycle.
- 3.8 The survey shows that men and women made a similar number of journeys each year (898 for men, 929 for women). However, men travelled 24% further than women, averaging 6,922 miles a year, compared to 5,561 miles for women. The difference was greatest among those aged 60+ where the distance travelled by men was 40% more than women on average.
- 3.9 Children under 16 made 9% fewer journeys than adults. Sixty-seven percent of these journeys were as car passengers while most of the rest were on foot (21%). For adults (aged 16 and over), a higher proportion of journeys were made by car (72%) and a lower proportion of journeys were made on foot (17%). The car was the most commonly used main mode of transport for both men (69%) and women (75%).
- 3.10 Twenty-three percent of journeys by women aged 16-29 were on foot, declining to 16% for those aged 30-59. A similar pattern was noted for men.
- 3.11 Overall, adults made fewer of their journeys by public transport (4%) compared to children who made 9% of their journeys by public transport (for definition of public transport see page 48).
- 3.12 In 2013-2015, the majority of workers in Northern Ireland used a car or van to travel to work (82%), similar to 2003-2005 (81%).
- 3.13 According to NINNIS statistics, of those people in employment within the District (51,160), the highest proportion drove to work at 56%, while 10.5% travelled as part of a car pool.
- 3.14 The NI 2010 Multiple Deprivation Measures report by NISRA indicates that Derry and Strabane has 19 of the most deprived SOAs in NI. The report also

indicates that the Local Government Districts with the highest percentage of working age population who are employment deprived are Strabane and Derry where 20% and 18% of their working age populations were identified as employment deprived. Perhaps as a result of the deprivation in the area the percentage of households with no access to a car or van in the District was almost 30%, compared to 23% in NI (NINNIS). However, 42% of District households have access to one car. Table 5 in the Appendix 1 shows a car availability within the District and NI.

Car Parking

- 3.15 As of the 1st April 2015, the Council is now responsible for all aspects relating to management, operation and maintenance of the public car parks within the District area. There are 1,951 Council owned parking spaces within the District. The main areas of public car parking within the City and Strabane Town, with public parking also in Castlederg, Newtownstewart and Claudy. These comprise mainly pay and display and free parking (see Appendix 2 for full schedule).
- 3.16 As well as the Council's car parking, there are other privately owned car parks, mainly for customer use, some of these include Foyleside (approximately 1,500 spaces), Quayside (450), Sainsbury's (289), Crescent Link (1,620) and the Pavillion/Asda (390), to name a few.

Public Transport

- 3.17 Of the 51,160 people in employment within the District, 4% of those of working age, excluding students) travelled to work by public transport (NINNIS), compared to 5% in NI. This compares to 14% in the Belfast area.
- 3.18 As previously mentioned 30% of households don't have access to a car or van, and of this 12.6% use public transport to get to work. 3% of people with access to a car or van use public transport to get to work
- 3.19 The TSNi found that when asked how easy or difficult it would be to make the journey to work in some way other than private car or van, 56% said it would be quite difficult or very difficult. Of those who said it would be difficult, the most frequently stated difficulty was that the journey was not possible by public transport (64%), followed by poor connections (25%) and too far/long journey (25%).
- 3.20 Respondents who usually used other forms of transport (include walking, train, bus, bicycle, taxi or another form of transport) to travel to work were asked if they experienced any difficulties. A higher proportion of users of other forms of transport (83%) said they experienced no difficulties when travelling to work than car, van or motorcycle users (70%). However, it should be noted that fewer respondents used other forms of transport to travel to work (17%) compared to those using cars, vans or motorcycles (83%).
- 3.21 There was no single main difficulty highlighted. Among the difficulties mentioned by respondents were the weather (5%), cost of using public

transport/taxis (4%), traffic congestion/roadworks (4%) and unreliable public transport (4%).

- 3.22 In September 2016 Translink announced results of its independent customer survey. It stated that overall Translink continues to perform well against Customer Charter standards. Ulsterbus achieved its reliability customer charter standard, however it had dipped just below the ‘on time’ charter standard to 93.4%. Rail services performed well, achieving a score of 100% for reliability. They have also ranked top in most categories including punctuality and staff helpfulness when benchmarked to 7 comparable GB operators.
- 3.23 The main Public Transport provider within the District is Ulsterbus. There is a bus depot in Foyle Street, Derry and a new bus station at Bradley Way in Strabane. Ulsterbus provides a wide range of local and District wide services, as well routes to other further destinations within Northern Ireland and Republic of Ireland, for example the Goldline Service delivers a route between Derry and Belfast as well as Derry and Dublin. The frequency of some routes may vary depending on days of the week or for example school term.
- 3.24 As highlighted in the TSNi people did not use public transport for a number of reasons including not possible by public transport and poor connections, an example of this is Spencer Road. Spencer Road is identified in the DAP as within the Commercial Core and a Public Transport Corridor. However, there are currently no bus stops on Spencer Road, which has an impact on the residents and business in the area.
- 3.25 Ulsterbus’ Goldline Service between Derry and Belfast runs 12 departures Monday to Friday between 05.30 and 09.00 from Foyle Street (15 minute service between 05.30 and 07.30). Stopping at Altnagelvin, Drumahoe, Claudy, Dungiven, Maghera (flyover) Castledawson (park and ride) and Toome (by pass) (see link to timetable below). On a sample week, commencing Monday 8th June 2015, the average number carried on each of these 12 daily services was 36. This perhaps highlights the number of commuters who travel to work in Belfast daily, excluding those who travel by private car and train.
http://journeyplanner.translink.co.uk/ext_webpdf_desk/TTB/20161010-090426/nir/EFA02_07X212y15_TP.pdf
- 3.26 The Goldline Service from Strabane is primarily the Derry to Omagh to Belfast route. There is approximately 1 bus per hour from 9.30am to 7.20pm and earlier services at 5.30am and 7.35am. The trip to Belfast to work, shop, etc is particularly arduous taking approximately 2 hours 25 minutes, making it one of the least accessible places in Northern Ireland (see link to timetable below).
http://journeyplanner.translink.co.uk/ext_webpdf_desk/TTB/EFA02_000074f2_TP.pdf
- 3.27 Other bus services throughout the District’s rural settlements are focused around the morning and evening “school runs”, provided by Ulsterbus and a series of private operators e.g. Ayton Coaches, unfortunately, these services are not particularly suitable of persons travelling to work.

- 3.28 Within Derry City and Strabane Town, Ulsterbus runs various “town services”, running along the main arterial routes and serving the main residential areas. The larger new housing developments have had to contribute towards the cost of establishing such bus services and encouraging residents to avail.
- 3.29 There are currently nine daily bus services from Derry to Dublin (and return), which has stops at Strabane and various towns on route. These services are currently provided by both Translink and Bus Eireann. It was announced in February 2017 that that Bus Eireann will cease to provide this service from the end of May 2017 – this equates to two of the nine daily services. To date, it has not been clarified if this service will be delivered by Translink or another provider.
- 3.30 In addition Bus Eireann also run services from Derry to Galway, with stops at Letterkenny, Bundoran and Sligo. They also have a service between Derry and Letterkenny, with stops also at Lifford and Raphoe.
- 3.31 With the closure of the Lough Swilly Bus Company in 2014, other local service have filled the gap in the market to serve routes between Derry and Donegal destinations. North West Busways have run routes from the city to a number of destinations in Donegal including Carndonagh and Shrove, via Moville. McGonagle Bus Company also runs an hourly service to/from Derry and Cockhill via Bunrana.
- 3.32 The Airporter runs a frequent service linking the City to Belfast City and Belfast International Airport.
- 3.33 A £30m infrastructure renewal programme was undertaken on the rail link between Derry and Coleraine between August 2012 and March 2013. This was Phase 1 of the project and is intended to secure the rail line for the next 30 years, ensuring safety standards and reducing maintenance in the future. The work was funded by European sources and the Department of Regional Development.
- 3.34 There are currently ten daily train services between Derry and Belfast during the working week (see timetable link below).
http://www.translink.co.uk/Documents/timetables/spring%202016/Derry_Londonderry%20-%20Belfast.pdf

Park & Ride Facilities

- 3.35 There are Translink Park & Ride sites at Duke Street (55 parking spaces) and on the A6 Glenshane Road at Drumahoe (273 parking spaces). There is also a site at Railway Street, Strabane (42 parking spaces) in addition to spaces at the Bradley Way Bus Depot.

Walking and Cycling

- 3.36 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. At local level, DfI Transport NI is responsible for implementation of the infrastructure to

encourage walking and cycling along the public highway. Other Departments also play a role, for example, the Department of Education has been involved in encouraging “Safer Routes to School” and the Department of Health, Social Services and Public Safety has helped establish “Highways to Health”.

- 3.37 According to NINNIS statistics, of those people in employment within the District (51,160), 9% of people walk to work and .0.5% cycle.
- 3.38 Council as part of their town centre initiatives and other environmental improvements played a key role. In addition, organisations such as Sustrans, an independent charity, which works with Transport NI, local authorities and other organisations are active in promoting cycling infrastructure, particularly the National Cycle Network.
- 3.39 The Council offers a growing network of walking and cycling routes throughout the District. These greenways offer a traffic free way of moving around our environment either by foot or bike.
- 3.40 The Council are continually seeking opportunities to extend the network of greenways throughout the Council area and beyond.
- 3.41 Key Greenways include:
- The Peace Bridge
 - Waterside Greenway
 - Foyle Valley Greenway
 - Faughan Valley Cycleway
 - Prehen Greenway
- 3.42 The links to the Derry Greenway Guide and the Strabane Active Travel Maps have been including below.
- http://www.derrystrabane.com/getmedia/6c1ff2f6-05ff-4f44-b631-8f2baa4ac5d1/Derry~Londonderry_Greenway_Guide_Dec13.pdf
- <http://www.derrystrabane.com/getmedia/488d0786-75bc-4700-bca3-b8fc6c3a1b05/StrabaneActiveMap.pdf>
- 3.43 The Strabane Pedestrian Bridge has also improved access and connectivity into the town centre from the outlying housing developments, reducing the need of car travel into the town centre.

Taxi Services

- 3.44 Taxi services also provides a transport service throughout most areas of the District, particularly in the larger settlements. According to NINNIS 1.35% of those in employment travelled to their workplace by taxi.

Community Transport

- 3.45 Community Transport is a term covering a wide range of solutions usually developed to cover a specifically identified transport, typically run by the local community for local neighbourhoods on a non-profit basis. There are a

number of Community Transport Service within our District, including Bridge and North West Ageing Well Together both funded by DfI.

- 3.46 Bridge Accessible Transport provides an affordable and accessible transport service for people who have mobility difficulties and have difficulty using other forms of transport. They operate in the Derry/Londonderry area transporting people to and from their homes, places of work, local colleges, university, shopping centres and to keep medical and health appointments. They give assistance to their passengers from their home to the bus and from the bus to their destination.
- 3.47 The service run by North West Ageing Well Together is provided by Easilink Community Transport and provides a rural community transport service for individuals living across the rural parts of Derry and Strabane (as well as Omagh).
- 3.48 Apex Housing also run a minibus service to take tenants/residents from certain schemes to day-care, and this is also available for holidays, day trips, shopping, to Church services, and between schemes for social events for a minimal charge.

City of Derry Airport

- 3.49 City of Derry Airport (CoDA Operations Ltd) in the North West of Ireland provides a vital air access link for the local community and performs a pivotal role in the economics of the region. It acts as an important catalyst for in-bound tourism to the region, as well as providing a vital “air bridge” back to the UK and Europe.
- 3.50 In 2016, a total of 293,340 commercial passengers travelled to and from City of Derry Airport. Year to date, in 2017, (up to end of april) a total of 70,966 commercial passengers used CoDA. The airport also provides handling services for corporate aviation, general aviation & medical flight services. The airport estate is approximately 325 acres with a single runway, 2000m in length. CoDA employs over 75 permanent staff with seven onsite concessions, namely Avis, Europcar, Hertz, City Cabs, WH Smith, Mt Charles Group & North West Money Exchange; employing over 50 additional staff. CoDA has undergone a major transformation in the past few years with a modernisation programme that has delivered a significantly better customer experience.
- 3.51 The airport’s vision is to increase CoDA’s market share of NI air transport passenger numbers; and achieve 75% of the demand for air services from the north-west as well as reducing the operational subsidy by improving profitability; and ensuring that customer service standards provide excellent first and last impressions of the region.

Foyle Port

- 3.52 Foyle Port is the key marine gateway to the North West of Ireland for both commerce and tourism. The Port handles approximately two million tonnes of cargo per annum and offers a diverse range of services including towage,

dredging, engineering and steel fabrication. Supporting in the region of 1000 jobs, the Port makes a vital contribution to the North West regional economy.

- 3.53 Facilities for Cruise Ships are also available at three locations via the Foyle Port at the City Centre, Lisahally and Greencastle, depending on the size of the Cruise Ship.
- 3.54 Foyle Port offers 680 metres of secure deep water pontoon close to the heart of Derry City. The Marina accommodates vessels up to 130metres long and 1,000 DWT.

Accessibility Analysis Maps

- 3.55 A series of Accessibility Maps were commissioned by Transport NI and produced by Mott and MacDonald in 2016. These maps show the travel times of three destinations within the District, namely the Guildhall, Lisnagelvin Shopping Centre and the Alley Theatre, for various forms of transport.
- 3.56 The Accessibility Analysis Maps for the Guildhall and Lisnagelvin, show that one hour travelling by car is as far reaching as Malin Head, Portrush, Magherafelt, Omagh as well as rural Donegal. Ingress and egress via public transport was not as far reaching as by private car over the same travel time. The public transport maps show that travel time from much of the city to the Guildhall is within 20 minutes, while Lisnagelvin is within 30 minutes of most of the city by public transport. The walking and cycling maps to both destinations also show that the walking and cycle times of both destinations.
- 3.57 The Accessibility Analysis Map show that one hour travelling by car is as far reaching as rural Donegal, rural Fermanagh and rural county Derry. Ingress and egress via public transport was not as far reaching as by private car with journeys to and from Derry and Omagh taking one hour. The walking and cycling maps to both destination also show that the walking and cycle times of the Strabane town centre.
- 3.58 These maps are available at Appendix 4

4.0 Key Future Transportation Proposals/Initiatives

Highways

4.1 The proposed road improvements, in accordance with the Sub-Regional Transport Plan, in particular the A5 and A6, are likely to have significant implications for the District, and the strategic thrust on the LDP, with regards to zonings and land uses. Both the A5 and A6 are Protected Routes and will be subject to protected routes policy accordingly.

A5 Western Transport Corridor: Derry to Dublin

4.2 This proposed £850m scheme involves the construction of a new 55-mile dual carriageway between Derry and Aghnacloy, via Omagh and Strabane, which would link in with Dublin-bound traffic via the N2. See link to Transport NI's A5 webpage. <http://www.a5wtc.com/>

4.3 In 2013 the A5WTC was the subject of a successful legal challenge, resulting in the quashing of the statutory Orders necessary for the scheme to proceed.

4.4 In February 2016 the then DRD Minister Michelle McIlveen announced the imminent start of consultations by the Department on new draft Statutory Orders and a new Environmental Statement for the A5 Western Transport Corridor dual carriageway scheme.

4.5 The documents consulted on were:

- a new environmental statement
- a new draft Direction Order for the length between Newbuildings and Ballygawley
- three new draft Vesting Orders for the scheme between Newbuildings and Ballygawley
- a new Stopping-up of Private Accesses Order

4.6 These documents were prepared to reflect changes arising out of the original Public Inquiry process in 2011 and to take account of any interim changes in legislation and design standards.

4.7 The Consultation period ended in June 2016 and a Public Inquiry is currently underway, to be administered by the Planning Appeals Commission, and the Inspectors Report is then expected around May 2017.

4.8 A second legal challenge by the Alternative A5 Alliance (AA5A) was launched in September 2016 to oppose the proposal. DfI have said it will oppose the latest legal challenge to the project. This legal challenge was dismissed in December 2016.

4.9 A Public Inquiry administered by the Planning Appeals Commission (PAC) commenced on 4 October 2016 and concluded on 14 December 2016. The PAC report into the inquiry is expected in May/June 2017 and its recommendations will be considered in detail before making a decision, on

whether to proceed with the scheme and make the necessary statutory Orders.

- 4.10 The RDS 2035 refers to Strabane’s close cross-border relationship with Lifford and states that their locational advantage will be further strengthened when the A5 is improved. This will create the potential for an economic corridor from Aughnacloy to North Donegal. The improvement of the A5 would have significant benefits, not only for the District, but also across the entire North West region. The Republic’s National Spatial Strategy 2002-2020 identifies the A5 as a Key Corridor into Northern Ireland.

A6 North Western Transport Corridor: Derry to Belfast

- 4.11 The proposed road improvements would upgrade 30 kilometres of the A6 between Derry and Dungiven to dual carriageway and include a dual carriageway bypass of Dungiven. It would also improve the existing A2 Clooney Road dual carriageway between Caw roundabout and Maydown roundabout (see link). <https://www.infrastructure-ni.gov.uk/articles/a6-londonderry-dungiven-overview>
- 4.12 The A6 between Derry and Dungiven is an important part of the North Western Transport Corridor, connecting Belfast and the North West via Toome, Maghera and Dungiven. The corridor is of strategic economic importance, providing an essential road link between the Belfast Metropolitan Area and the North West.
- 4.13 A legal challenge to halt a section of the A6 upgrade on environmental grounds was dismissed in November 2016. However on the 9th May 2017 lodged appeal against this High Court ruling.
- 4.14 DfI stated on the 2nd May 2017 that the main construction work on the A6 Randalstown to Castledawson Dualling Scheme will begin in the next few weeks. Work will take place on the sections from Randalstown to Toome and from Moyola to Castledawson Roundabout. The entire scheme is expected to be substantially complete in early 2021, with the Randalstown to Toome section open to traffic as soon as 2019.
- 4.15 The RDS 2035 identifies economic corridors based on the Regional Strategic Transport Network, which has a fundamental role to play in regional growth. It can help strengthen economic competitiveness, increase the attractiveness of Belfast and Derry and provides access to the air and sea ports. Rapid intra-regional connections, particularly between main towns, are key to economic activity. The key and link transport corridors, as defined on the RSTN are also essential for providing access to the gateways. The A6 is identified as a Key Transport Corridor on the RSTN. Economic Corridors connect Belfast and Derry and main centres of economic activity and the external gateways. Accessibility of the road network between cities and towns will open up opportunity for economic development across Northern Ireland to support regional growth. Cross-border co-operation and collaboration provide opportunities to boost the economic performance and competitiveness across the island. Business leaders in Derry maintain that transport is key to

economic recovery. Progress on these issues is vital to achieve effective trade from east to west and the associated economic benefits, as envisaged in the RDS.

- 4.16 Colliers International were commissioned by Turley Associates, on behalf of the Department for Social Development (DSD), Derry City Council and Ilex to undertake an analysis of the demand in a number of commercial development sectors in Londonderry. The Demand Analysis concluded that connectivity with the rest of Northern Ireland and beyond is an impediment toward growth for leisure and business sectors. Derry does not have direct motorway connections with the rest of Northern Ireland and this is a barrier toward attracting short stay visitors. From a business perspective, the limited airport offer is a constraint toward further growth within the City. If the needs of business occupiers are not met, then businesses will simply choose to locate elsewhere.
- 4.17 Outside our District, in Mid Ulster, the A31 Magherafelt bypass, which links to the A6, was officially opened by Infrastructure Minister Chris Hazzard on the 6th October. The four-mile route loops round Magherafelt, carrying traffic from the west towards the main roads for Derry and Belfast.

Cross-Border Road Improvements

- 4.18 There are 6 Roads Schemes proposed in the border area, of which 5 are currently suspended.
- 4.19 The N14/N15 to A5 (Western Transport Corridor) Link is currently in planning and will consist of 0.5km of mainline including a major bridge crossing of the River Finn. The project was approved by An Bord Pleanála on 30th May 2012 and its progression is now subject to the timing of the Northern Ireland Roads Service A5 (WTC) project advancing to construction.
- 4.20 The following are currently suspended:
- Letterkenny to Stranorlar (N13)
 - Letterkenny to Bridgend (N13)
 - Letterkenny to Lifford (N14)
 - Lifford to Stranorlar (N15)
 - Letterkenny Relief Road (N56).

Possible Future Schemes - Improving Roads linking around Derry

- 4.21 It should be noted that the following schemes within this section of the paper are not current proposals or commitments. They will, however, be considered as part of the Local Transport Study Process.
- 4.22 Roads Service commissioned consultants Scott Wilson to examine extant proposals by Roads Service and the National Roads Authority to improve the primary road network approaching Derry and to consider how traffic on these proposed roads could best be distributed into and around the city. The study 'Improving Roads linking around Londonderry: Review of the Strategic Road Network' (2010) aimed to determine if further road improvements were required and, where appropriate, identify possible solutions.

- 4.23 The consultant determined traffic distribution into and around the city. This provided an estimate of traffic likely to use (i) a link from the A2 Clooney Road dual carriageway via the A6 at Drumahoe (an integral part of the A6 Londonderry to Dungiven Dualling Scheme) to the A5 at Newbuildings and west across the Foyle to Donegal and (ii) a link from the A5/A6 link, around the west of Londonderry to the Buncrana Road.
- 4.24 The recommendations set out in the reports provides Roads Service with sufficient information to make an informed decision as to the most appropriate way forward in terms of identifying schemes for development. Any subsequent development of feasible schemes should consider the benefits and disbenefits associated with various corridors in terms of engineering feasibility, environmental impact, operational performance, economic viability and overall affordability.
- 4.25 The study confirms the benefits of:
- providing a strategic link from the A6 at Drumahoe to the A5 at Newbuildings;
 - extending this strategic A5/A6 link across the Foyle to Donegal, however, the benefits of the latter could only be realised if there was an appropriate high quality link to the National Roads Authority strategic road network; and
 - providing a local distributor 'West Link' connecting from the strategic A5/A6 link and skirting around the west of the city to Buncrana Road. This would be challenging and would require a much more detailed investigation to examine its buildability and the benefits arising.
- 4.26 Consideration has been given to a phased programme of possible future schemes. However it should be noted that this study was carried out in 2010 and current financial constraints may alter the recommendations.

Phase 1 - A5/A6 Link

- 4.27 The study investigated the provision of a new A5/A6 link between the A5 near Newbuildings and the A6 near Drumahoe. A new link road between these Key Transport Corridors is feasible in terms of highway alignment, although there are likely to be significant engineering, environmental and economic challenges in providing this new link. A new A5/A6 link, which would be approximately 8.5km long, in conjunction with the A6 Drumahoe to Stradreagh Link, which would be approximately 5.5km long, would complete the eastern section of an Outer Orbital Route around the city. The synergy between these two links would create a new strategic transport link for traffic travelling around Derry between the A2 Clooney Road and the A5 Victoria Road.
- 4.28 A new dual carriageway will be provided between Drumahoe and Stradreagh as part of the proposed A6 dualling between Derry and Dungiven. The link will provide a new strategic route between the A6 and A2 Key Transport Corridors and provide an alternative route to the existing A514 Crescent Link, which is becoming more heavily trafficked. The new road will, in effect, create the north east quadrant of an outer route along the Faughan valley for strategic traffic travelling between the A6 and the A2.

- 4.29 The report concluded that a phased implementation programme is required to generate the maximum economic returns on investment. To maximise the benefits of an A5/A6 link it will be necessary to provide the link between A6 Drumahoe and the A2 Clooney Road near Stradreagh.

Phase 2 - New River Foyle Crossing

- 4.30 The need for a new River Foyle crossing has been suggested many times over the years. Currently the two parts of the city of over 90,000 people are linked by just two bridges - the double-deck Craigavon Bridge in the city centre and the Foyle Bridge to the north of the city. A pedestrian and cycle bridge, the Peace Bridge, is sited between the two. Due to the height and location of the Foyle Bridge, it is exposed to high winds and is often closed during periods of severe weather. If there are road works or security alerts which force the closure of either bridge, this has serious implications for traffic in the city. It leads to gridlock and traffic congestion and shows how heavily dependent the city is on both bridges being fully operational.
- 4.31 A proposal for a new River Foyle Crossing was investigated. Options for a low-level viaduct structure to the south of Newbuildings, which could involve multiple piers in the river, 45 metre spans and an overall length of 2.5km including approach roads, could be considered at this location. The bridge would connect the main A5 Dublin road on the east bank of the Foyle to the A40 Letterkenny Road on the west bank. This would allow traffic arriving into the city on the A5 to transfer across the Foyle to the Cityside without having to go to the Craigavon Bridge. However, the Letterkenny Road is not of a high standard and also terminates near the city centre, so there would have to be further improvements to the road network on the Cityside for this bridge to function to its full potential. The full benefits of a new crossing of the River Foyle could only be realised if there was an appropriate high quality link to the National Roads Authority strategic road network.

Phase 3 - A2/A40 West Link (7.5km corridor)

- 4.32 The study investigated the provision of a West Link extending generally between the A2 Buncrana Road and the A40 near Nixon's Corner. This would complete the Outer Orbital Route between the A2 Clooney Road and the A2 Buncrana Road. It is more likely that the West Link would act as a local distributor road rather than an integral part of the strategic road network. More detailed investigation of the effects of the West Link is required. It is thought that there would be very little benefit unless it was preceded by the construction of a third bridge over the Foyle to connect it to the A5. In the event that a new crossing of the River Foyle is constructed it is likely that longer distance strategic traffic would be attracted to the B193/R237 corridor, even if a West Link was constructed due to the locations of strategic routes in the area.

- 4.38 The Buncrana Road improvement will be dependent upon the level of funding made available through future budgetary settlements and the relative priorities afforded to schemes competing for the available funds.

Walking and Cycling

- 4.39 The Council is instrumental in the development of a number new walking and cycle ways at various stages of development within our District. These include:
- The Ebrington Greenway
 - The Gransha to Strathfoyle Greenway
 - Derry to Muff
 - Derry to Buncrana
 - Strabane to Lifford
- 4.40 The Ebrington Greenway will link the new Foyle College with various housing developments in the Waterside and will provide a safe, off-road cycle and pedestrian pathways for local residents. The Gransha to Strathfoyle Greenway will be an extension to the already existing and successful Waterside Greenway. While the cross-border Greenways will strengthen connections between our District and Donegal. The previously mentioned North West Greenways Plan identifies existing and proposed Greenways (Appendix 5 Maps 1 and 2).
- 4.41 In December 2016 the EU has pledged more than 23m euros (£19.5m) to create almost 80 kms (50 miles) of new greenway in Northern Ireland linking towns and cities on either side of the Irish border. Funding will go to new projects, including connecting Londonderry and Strabane with Donegal. The North West greenway includes three separate routes totalling 46.5 kms linking Derry to Buncrana in County Donegal, Derry to the Donegal village of Muff, and Strabane to Lifford and is the single biggest recipient of EU funding, and will receive 14.9m euros.
- 4.42 In correspondence with Council, Transport NI have stated that they will commit to the development of a strategic masterplan that will seek to identify opportunities deriving from the implementation of the A5 Western Transport Corridor dual carriageway scheme. Development of the masterplan will involve a review of the corridor of the existing A5 and seek to examine the impact on and identify potential new opportunities for active and sustainable travel infrastructure such as:
- Cycling routes that can be developed as a result of changes in traffic patterns along the existing A5 route
 - Potential new links between walking, cycling and public transport, considering park and ride sites in particular
 - Potential opportunities for urban cycling networks in the Omagh and Strabane sections of the corridor;
 - An examination of potential opportunities deriving from the Strategic Plan for Greenways
 - Potential for new links between communities, and safer routes to schools initiatives

- 4.43 The Belfast Bikes scheme is an exciting way to link up the city. The scheme launched in April 2015, with 300 bikes based at 30 docking stations located throughout the city centre which offer residents and visitors to Belfast a new low cost and convenient way to travel for quick trips around the city. Almost 1,500 people have signed up for the scheme. The first 30 minutes of each trip are free of charge. It costs members £20 a year, while visitors and casual users can pay £5 to use them for three days. A feasibility study, funded by Council and the Public Health Agency, for a similar scheme for Derry has been carried out. It is anticipated that Council will seek funding for a bike share in for the City.

Public Transport

- 4.44 It has been announced that the new rebranded Derry bus service, to be called the “Foyle Metro”, will be launched after a review of the Translink services in Derry. This will include the development of new routes and the extension / increased frequency of existing routes, which will be out to public consultation from the 22nd May 2017 (see Map 1 Proposed Routes Appendix 5). There will be approximately 20 new low emission buses coming to service Derry at a cost of £180,000 each. In addition, there will also be 12 new Goldline vehicles at a cost of £320,000, which will be used on express services, mainly of the 212 Maiden City Flyer.
- 4.45 Co Armagh firm Hannon Transport has proposed to run an express service from Belfast to Derry and back - operating up to 20 times a day between the cities as part of a multi-million pound investment. If approved by the Department for Infrastructure, the buses could run from public transport provider Translink's bases at the Europa Bus Centre in Belfast and Foyle Street station in Derry. It's understood the business submitted its formal application and proposals to operate the new route to the Department for Infrastructure, including an application for a 'commercial bus service permit' to operate a regular non-stop express service between Derry and Belfast.
- 4.46 In November 2014 Translink stated that an hourly train service between Derry and Belfast is a priority. Such a service would allow Translink to meet expected growing passenger demand. 1.5m journeys were made along this line in 2011/12.
- 4.47 Translink have stated they remain committed to the Derry~Londonderry rail line and want to see it fully relayed and modernised. Work is currently being carried out on the provision of a passing loop and new signalling. The target date to substantially complete this phase of this project is the end of 2016. £16.2m has been allocated to Translink for the railway upgrade.
- 4.48 As well as the upgrades to the rail line, in 2013 Translink carried out a public consultation with regard to the location of the train station. After the public consultation the then DRD Minister Danny Kennedy announced in 2014 that the Old Waterside Station had been chosen as the preferred option for the integrated transport hub.

- 4.49 On the 6th October 2016, the Infrastructure Minister Chris Hazzard announced that work will begin at the old Waterside railway station site in about 18 months. It is envisaged the £26m project will be completed by 2020 and that that the new centre will encourage commuters to shift from car to public transport and enhance the local economy
- 4.50 In May 2017 Members of Derry City and Strabane District Council's Governance and Strategic Planning Committee gave their approval to release capital funds to support DfI's funding application under the INTERREG programme for the delivery of the Ebrington Greenway as part of the wider North West Multi-Modal Transport Hub project. The project will promote cross-border intermodal and sustainable mobility in the North-West region which will assist residents and visitors to move away from car journeys and towards active and sustainable travel through walking, cycling and using public transport.
- 4.51 There may also be scope in the future to connect the railway with the Airport, which would allow ease of access to the airport. It would be for the airport to consider what impact a connection to the railway would have on car parking revenue.

City of Derry Airport

- 4.52 According to the Draft City of Derry Airport Masterplan, the Airport supports approximately 380 full time equivalent jobs in the local economy and contributes approximately £14 million of GVA to the Northern Ireland economy and £7 million to the local economy per annum. By 2022 it estimated that the Airport will support 800 jobs in the local economy and add £35 million GVA to the Northern Ireland economy.
- 4.53 Concerns were raised regarding the future of the airport in light of the announcement of the reduction of Ryanair's routes from Derry. Flights from City of Derry Airport (CoDA) to London Stansted and Faro have recently stopped as of April 2017. The airline also slashed the number of flights to Liverpool from five times a week to twice weekly, leaving only the Glasgow route unscathed by the cuts.
- 4.54 However as of the 2nd May 2017 BMI Regional has launched a London Stansted with twice daily flights very day except Saturdays (when there will be one flight each way).
- 4.55 Thomson and First Choice have announced that they will operate a weekly service from City of Derry Airport, to Majorca for the summer, commencing in June 2017.
- 4.56 The Northern Ireland Executive has announced that it will provide around £2.5 million in supporting route development with a further £4.5 million capital investment with Derry and Strabane District Council to create jobs and training opportunities. The moves follows concerns about the airport's viability after Ryanair dropped some services.

- 4.57 The airport benefits from its location along the recently upgraded A2. The recent extension and refurbishment of the airport is continuing to improve the facility for passengers to and from the North West. As the airport grows associated businesses and industries may also develop in the surrounding area to provide supplementary services to e.g. planning approval has previously been granted for a motel close to the airport (permission granted January 2011).
- 4.58 It is anticipated that in the future it may be possible to connect the railway with the Airport, which would allow ease of access to the airport. As previously mentioned, it would be for the airport to consider what impact a connection to the railway would have on car parking revenue on which it seems the airport is heavily dependent.

Port

- 4.59 The port is continuing to grow with an increase of 27% in shipping in 2013, which was a record year. It handles over £1 billion worth of goods in an average year and has over 1,000 jobs associated with it.
- 4.60 The Londonderry Port's estate is in excess of 100 acres. The estate comprises of 22 acres located adjacent to the quay and approximately 80 acres of port land. This includes also a number of covered stores used by various customers that use the port for transit. There is also includes 29 acres of development land which will provide for future expansion and new projects.

5.0 What we need to do: for Evidence Base and Soundness at Independent Examination

5.1 While much preliminary research and analysis has been undertaken as part of the production of this paper, further work is required to established and underpin a sustainable evidence base which will be found sound at the subsequent Independent Examination.

5.2 What we need to do:

- Up to date statistics 2015, 2016 or 2011 Census
- Formally consult Transport NI, CODA, Derry Port, Translink, Sustrans etc.
- Accessibility Analyses Maps and Accessibility Toolkit
- Analyse / map transportation v deprivation or unemployment
- Analyse / map transportation and movement v economic development
- Analyse / map transportation and movement v environmental designations
- Analyse / map transportation and movement v housing
- Assess against Sustainable Appraisal (SA)
- Review policies in PP3 and PPS13
- Continue to liaise with DfI

6.0 Implications of Transportation and Movement for our LDP

- 6.1 Based on the current transport situation and different modes of travel and responsibilities for their provision, the new LDP needs to promote a shift to more sustainable forms of transport. This could be best achieved by not only creating additional cycle and walkways but by distributing and zoning open spaces to create green areas, as well as increasing permeability within new housing developments. Identifying safe routes for schools, particularly in light of the relocation of several schools could in turn result in the prioritisation of public highway improvements by DRD e.g. Pelican Crossings and footways.
- 6.2 However, the ability to achieve such a shift is limited and any successes will be primarily achieved in the two main settlements. It is likely that the primary form of transport will remain the private car for most people, especially for the rural dweller, particularly in the remoter parts of the District. As such, complementary measures should be introduced in the plan which are aimed at reducing the need to travel long distances in order to access work, shops, recreation facilities and public services within the district.
- 6.3 Therefore, in preparing the LDP, it is important to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development. The LDP and Transport Plans have a complementary role to play in promoting greater integration of transportation and land use planning.
- 6.4 This paper has provided an overview of transportation provision within the District and in moving forward, it will be important to ensure that the new LDP meets the needs of all users whether they are living in the area, working in the area or visiting it or have businesses in the area and require better connectivity within the District and beyond.
- 6.5 The proposed major road improvements will have an impact on the entire district and may influence how we plan for our District, such as the location of housing and economic land.
- 6.6 As previously mentioned in this paper, Transportation provision is not the responsibility of the LDP, there are other Departments and agencies who have this role. However, the LDP can respond to the upcoming proposals and improvements to the infrastructure and work with these agencies to benefit to District as a whole.

7.0 Conclusions and Feedback

- 7.1 It is recommended that Members note the contents of this paper and we now seek feedback. Members may wish to consider the following:
- In light of the proposed A5 and therefore ease of movement and access should the LDP consider more zoned land for housing and economic development in settlements along this route?
 - Should the LDP designate a Flats Policy Areas, similar to that designated in the DAP 2011, with no parking – to encourage use of public transport/walking/cycling?
 - Does the Council have a strategic Parking Plan or vision?
 - Should the LDP have Key Site Requirements for development which could state that all new developments require transport plans, including public transport access and walk and cycle paths to assist with joining up of areas that are currently fragmented?
 - The possibility of a tram system? Belfast Rapid Transit system scheduled to start services in 2017. This is a high-quality bus-based system, although with modern vehicles with a tram-like feel with off-vehicle ticketing and fast journey times that hinge on the use of a dedicated traffic lane that is not used by general traffic. The ultimate ambition seems to be for routes running from the city centre to the north, east, south and west with an additional line to Titanic Quarter. The plan is to build three initially and to have them operating by 2017/18. The Regional Development Minister said in November 2008 that he expected the scheme to run at five-minute intervals at peak times and attract 5.5 million passengers per year.
 - Should there be a “Derry Bike” or “Strabane Bike” scheme, similar to Belfast, Dublin etc?
 - Is there scope for river taxis, possibly linking Ebrington to Fort George? A similar scheme operates in London.
 - Should more land be set aside for Park and Ride Schemes, possibly along the proposed A5 and A6, which will ease congestion in the urban areas?
 - Could the LDP identify areas with bad Public Transport coverage and consult with Translink to increase coverage.
- 7.2 The research findings contained in this paper together with Members views and advice from the relevant parties/consultees have informed the following options which have been taken forward and subjected to Sustainability Appraisal (SA) (Incorporating Strategic Environment Assessment (SEA)) as part of the POP process.
- 7.3 In considering the options, **Option 1** proposes to maximise the opportunities for sustainable development arising from the significant road upgrades and to promote active travel and connectivity within our main urban settlements. While **Option 2** also promotes active travel and accessibility, it proposed that the current transport links are accepted and maintained, and that a proportionate level of sustainable growth is planned for.

	Option 1	Option 2
G - Transport	Plan to maximise the opportunities for sustainable development arising from the A5 / A6 / A2 upgrades and other orbital / cross border links. Also promote Active Travel opportunities and accessibility and connectivity within our main urban settlements	Maintain / accept current transport links and plan for commensurate level of sustainable growth. Also promote Active Travel and accessibility within our main urban settlements

7.4 In the absence of firm proposals from the relevant authorities, further feedback will be required to enable the LDP to be fully informed of future proposals which can subsequently be subjected to the SA/SEA.

APPENDIX 1: Transportation and Movement Statistics

Table 1: Road Network Distances

	Road Length (km)	Motorway Road Length (km)	A Roads: Dual Carriageway Road Length (km)	A Roads: Single Carriageway Road Length (km)	B Roads: Road Length (km)	C Roads : Road Length (km)	Unclassified Road Length (km)
Derry and Strabane	2312.8	0.0	17.5	91.7	257.2	451.2	1495.3

Source: NINNIS 2015

Table 2: Protected Routes Former Derry District

Route Location	Route No	Route
Londonderry - Aughnacloy	A5	jct A2 Londonderry - (Boundary division Western) jct B72 Strabane -
Londonderry - Border	A40	jct A2 Londonderry (Craigavon Br) - Londonderry (Foyle Rd) - Border
Londonderry - Border	B193	jct A40 Londonderry - Border
Londonderry - Border	A2	jct A5 Londonderry - Craigavon Br(both decks) - Foyle Rd - John St - Foyle Expressway - Queens Quay - Strand Rd - Buncrana Rd - Border (Coshquin)
Londonderry - Border	A2	jct Buncrana Rd - Border (Muff).
Londonderry - Lisahally Port	C568	jct A2 Londonderry (Maydown r'about) - Maydown Rd - Haw Rd - Port Rd - Lisahally Port
Londonderry	A514	jct A6 Londonderry - jct A2 Londonderry (Caw r'about) -
Londonderry	A515	jct A2 Londonderry (Culmore Rd) - Ballyarnett R'about - jct A2 (Skeoge Link R'about)
Londonderry - Templepatrick	A6	jct A2 Londonderry - Londonderry (Glendermott Rd) - (Boundary division Western) jct A31 Castledawson - (Boundary division Western)Toome bypass - jct M22 Randalstown (Artresnahan)
		jct M22 Randalstown (Ballygroobey r'about) -
		jct A26 Antrim (Chapel Corner) - jct A522 Castle Way Antrim
		jct A522 - jct A57 (Belmont Road r'about)
		jct A57 - jct A522 Technology Park r'about
		jct A522 - jct A57 Templepatrick (Kilmakee r'about) - jct A57 Templepatrick (Paradise Walk r'about)
Londonderry - Limavady	A2	jct A5 Londonderry - Waterside Link - King St - Londonderry (Limavady Rd) - Caw Roundabout - Longfield Roundabout - Limavady bypass
Londonderry - City of Derry Airport	B118	Longfield Roundabout - Airport Roundabout
Londonderry - Limavady	A2/A37	Limavady bypass

Source: DRD Transport NI Schedule of Protected Routes (Nov 2013)

Table 3: Protected Routes Former Strabane District

Border at Aughnacloy to Magheramason

A5	GNR Rd (Junct. from C613 Strahuller Rd. to B84 Strabane Rd. (Newtownstewart By - Pass)
A5	Strabane Rd. - Mulvin Rd. - Melmount Rd.
A5	Speed Limit - Melmount Rd. - Speed Limit (Sion Mills)
A5	Melmount Rd. - Junct. at Brookvale Park, Strabane
A5	Speed Limit - Melmount Rd. - Melmount Rd. Roundabout - Great Northern Link - Bradley Rd. Roundabout - Bradley Way - Lifford Rd. Roundabout - Barnhill Rd. - Derry Rd. - Speed Limit (Strabane)
A5	Victoria Rd.
A5	Speed Limit - Victoria Rd. - Speed Limit (Ballymagorry)
A5	Victoria Rd.
A5	Speed limit - Victoria Rd. - Speed Limit (Bready)
A5	Victoria Rd
A5	Speed limit - Victoria Rd. - Speed Limit - Divisional Boundary (Magheramason)

Source: DRD Transport NI Schedule of Protected Routes (Nov 2013)

Table 4: Average number of journeys per person per year and average journey length by main mode*: 2010-2012 to 2013-2015

Travel mode*	Journeys per person per year					Average journey length			
	2010-2012	2011-2013	2012-2014	2013-2015		2010-2012	2011-2013	2012-2014	2013-2015
				Average Number	%				
Walk	143	152	156	160	18%	1.0	1.0	1.0	0.9
Bicycle	7	6	6	5	1%	4.2	4.8	5.0	5.1
Car Driver	451	450	453	445	49%	7.4	7.4	7.5	7.4
Car Passenger	202	198	200	200	22%	7.1	7.4	7.3	7.3
Car Undefined	-	-	-	-	-	..	..	..	..
Motorcycle	1	-	1	1	0%	9.9	..	13.1	15.4
Other private**	37	36	35	32	4%	11.6	11.9	11.4	11.9
Metro and Ulsterbus***	35	35	33	31	3%	8.1	8.2	8.5	8.3
Other bus	4	6	6	7	1%	12.6	9.7	11.3	9.9
NI Railways	5	5	6	7	1%	20.3	20.6	21.5	21.5
Black taxi	1	-	-	-	-	4.7	..	..	..
Taxi	14	12	13	13	1%	3.7	4.0	3.9	3.7
Other public	-	-	-	-	-	..	..	..	..
Undefined mode	-	-	-	-	-	..	..	..	..
All modes	900	901	908	901	100%	6.5	6.6	6.6	6.5

* See Travel Survey for Northern Ireland In-depth Report 2012-2014 for definitions of travel mode

** Other private includes vans, lorries, land rovers, jeeps, invalid carriages, motorised wheelchairs, caravans, dormobiles, minibuses, private aircraft, etc. (see full definition in Travel Survey for Northern Ireland In-depth Report 2012-2014)

*** See User Information section (page 12), for details about the combined Metro and Ulsterbus figure.

Table 5: Car or Van Availability

Car or Van Availability												
	All households	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	All cars or vans	No cars or vans in household (%)	1 car or van in household (%)	2 cars or vans in household (%)	3 cars or vans in household (%)	4 or more cars or vans in household (%)
Derry City and Strabane	55596	16196	23317	12067	2888	1128	61095	29.13	41.94	21.70	5.19	2.03
NI	703275	159659	291016	190196	44227	18177	884589	22.70	41.38	27.04	6.29	2.58

APPENDIX 2

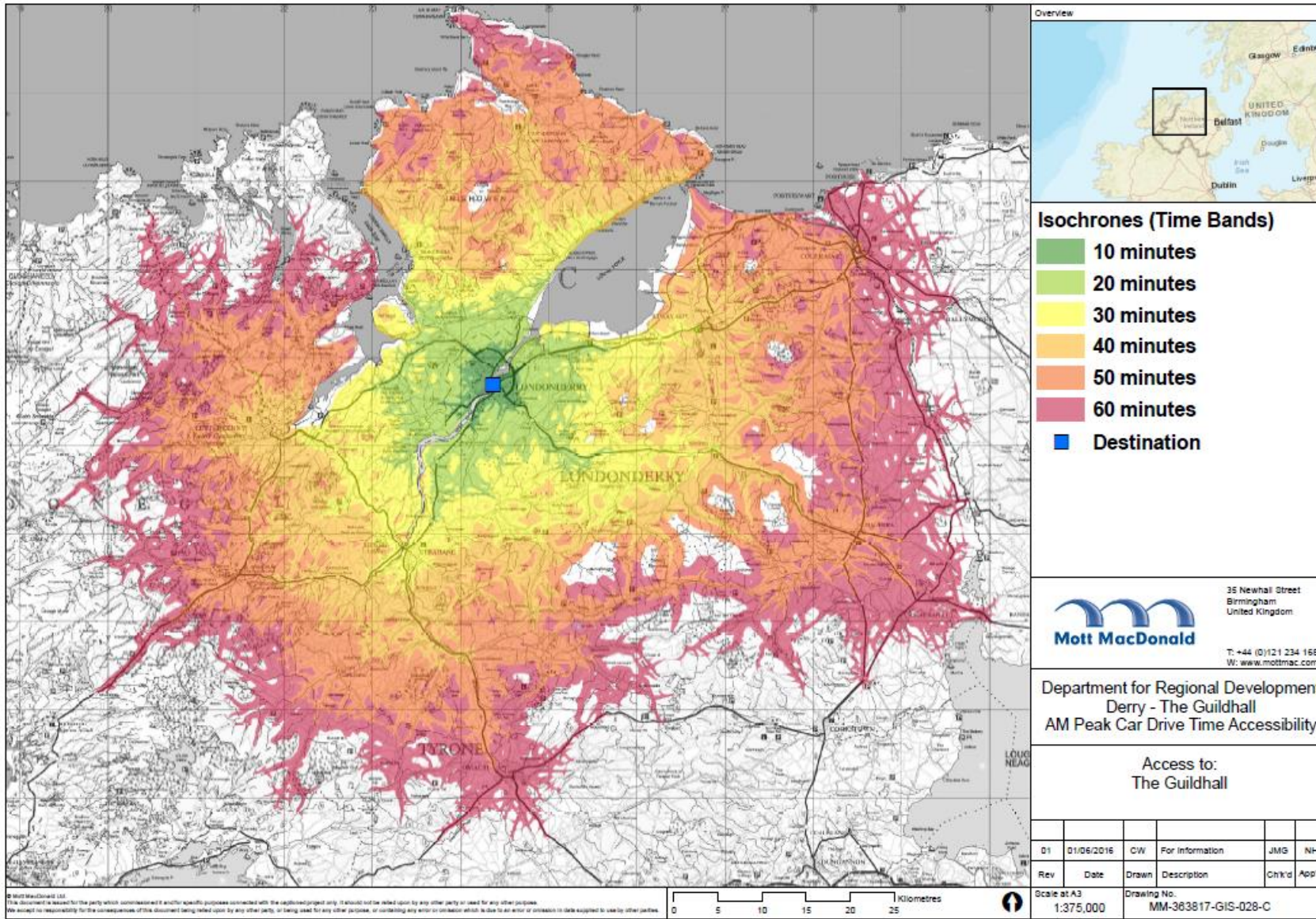
Table 6: CAR PARKS IN THE DERRY CITY & STRABANE DISTRICT COUNCIL AREA

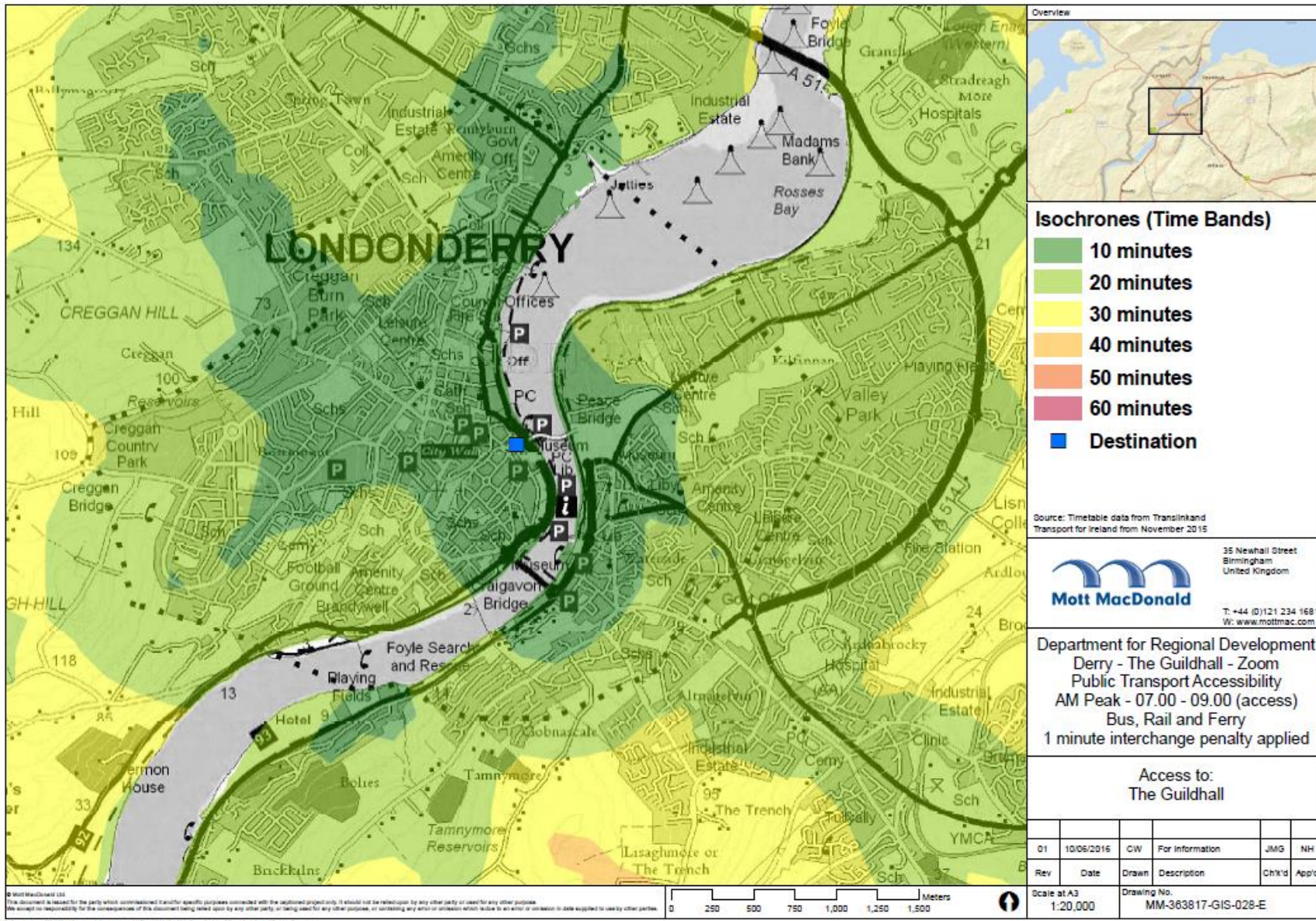
Derry/ Londonderry Area

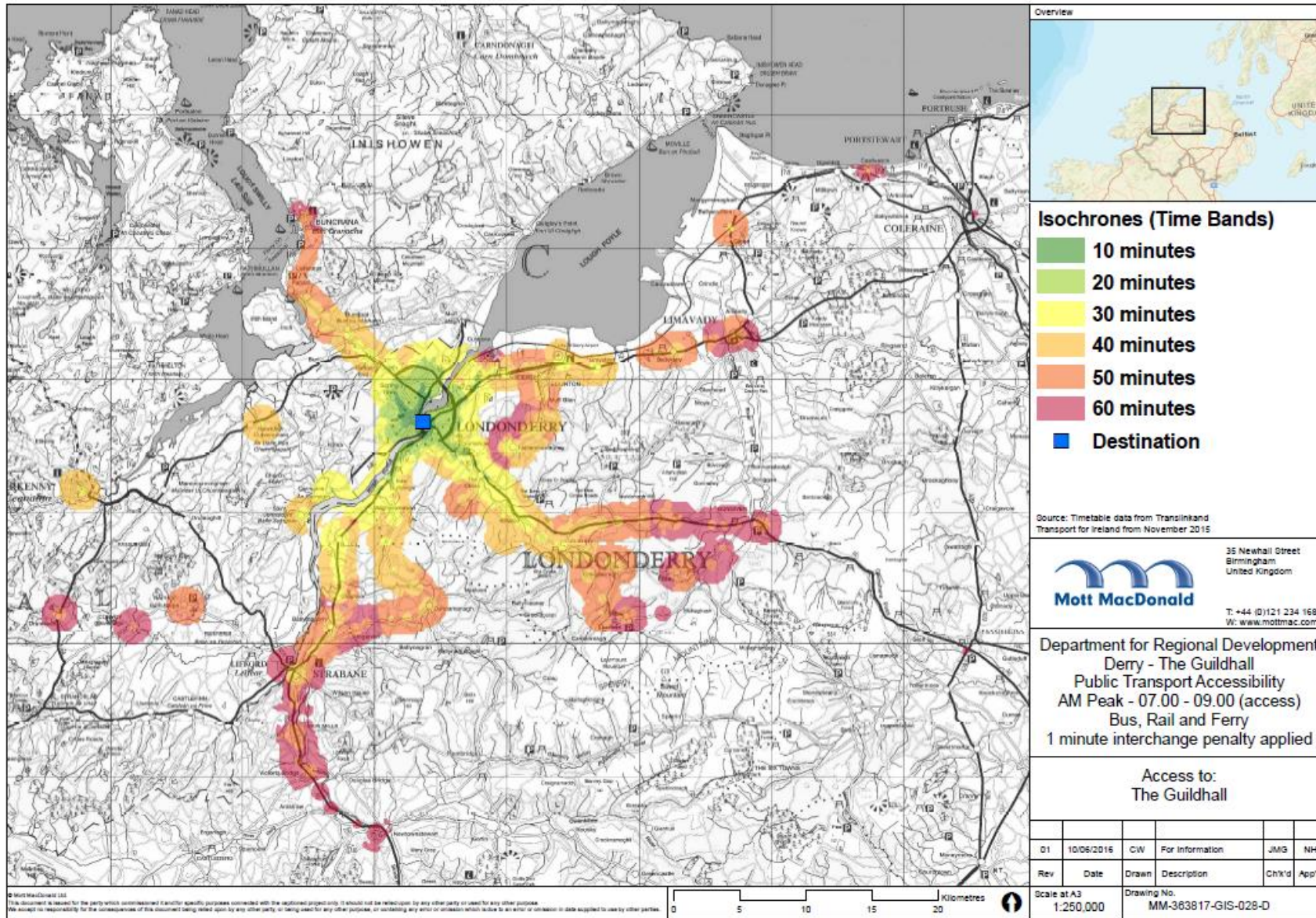
Car Park	Spaces	Disabled Spaces	Electric Car Charge Point	Tariff	Charged Hours
Bishop Street, Derry BT48 6PR	174	5	2	50p per hour	<u>Mon-Sat</u> 8.30-18.30
Carlisle Road, Derry BT48 6JW	22	2	1	50p per hour	<u>on-Sat</u> 8.30-18.30
Foyle Road, Derry BT48 6XB	89	3	-	20p per hour	<u>Mon-Sat</u> 8.30-18.30
Foyle Street, Derry BT48 6AT	54	2	-	50p per hour	<u>Mon-Sat</u> 8.30-18.30
Queens Quay, Derry BT48 7AS	62	3	-	40p per hour	<u>Mon-Sat</u> 8.30-18.30
Society Street, Derry BT48 6PJ	24			50p per hour	<u>Mon-Sat</u> 8.30-18.30
Spencer Road, Derry BT47 6AG	49	-	-	40p per hour	<u>Mon-Sat</u> 8.30-18.30
Strand Road, Derry BT48 7AL	70	1	2	40p per hour	<u>Mon-Sat</u> 8.30-18.30
Victoria Market, Derry BT48 7AZ	81	4	2	50p per hour	<u>Mon-Sat</u> 8.30-18.30
William Street, Derry BT48 6EP	146	-	-	40p per hour	<u>Mon-Sat</u> 8.30-18.30
Butcher Street Strabane BT82 8BJ	72	5	-	40p per hour	<u>Mon-Sat</u> 8.30-18.30
Lower Main Street Strabane BT82 8BA	58	2	-	40p per hour	<u>Mon-Sat</u> 8.30-18.30
Upper Main Street Strabane BT82 8AR	37	6		40p per hour	<u>Mon-Sat</u> 8.30-18.30
John Wesley Street Strabane BT82 8RJ	86	2	1	40p per hour	<u>Mon-Sat</u> 8.30-18.30
Market Square Claudy BT47 4AA	70	2	-	Free of Charge	N/A
Meetinghouse Lane Strabane BT81 7BQ	14	1		Free of Charge	N/A
William Street Castleberg BT81 7BJ	22	1	-	Free of Charge	N/A

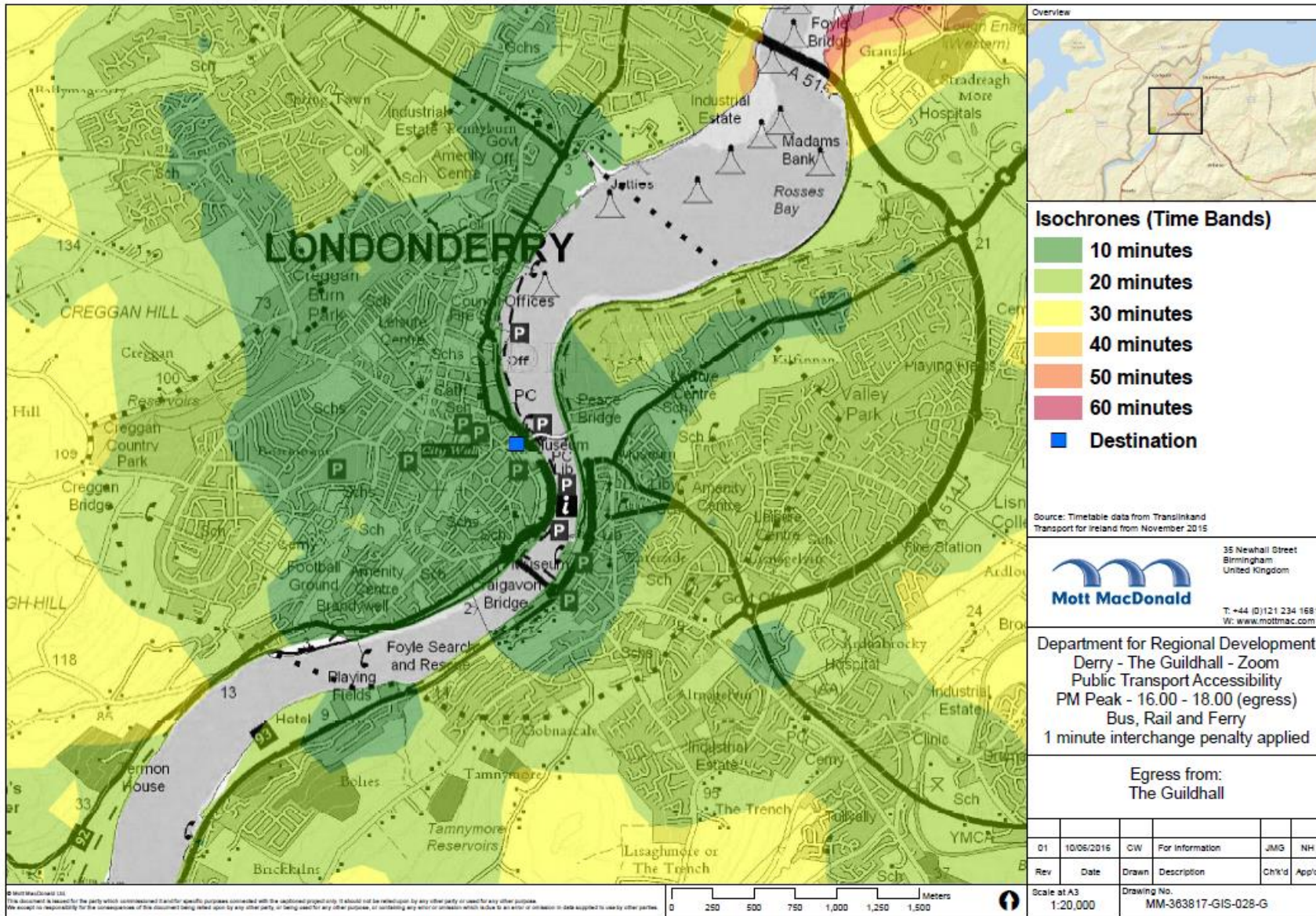
Derry City and Strabane District Council LDP Workshop 6 – Paper 2: Transportation and Movement

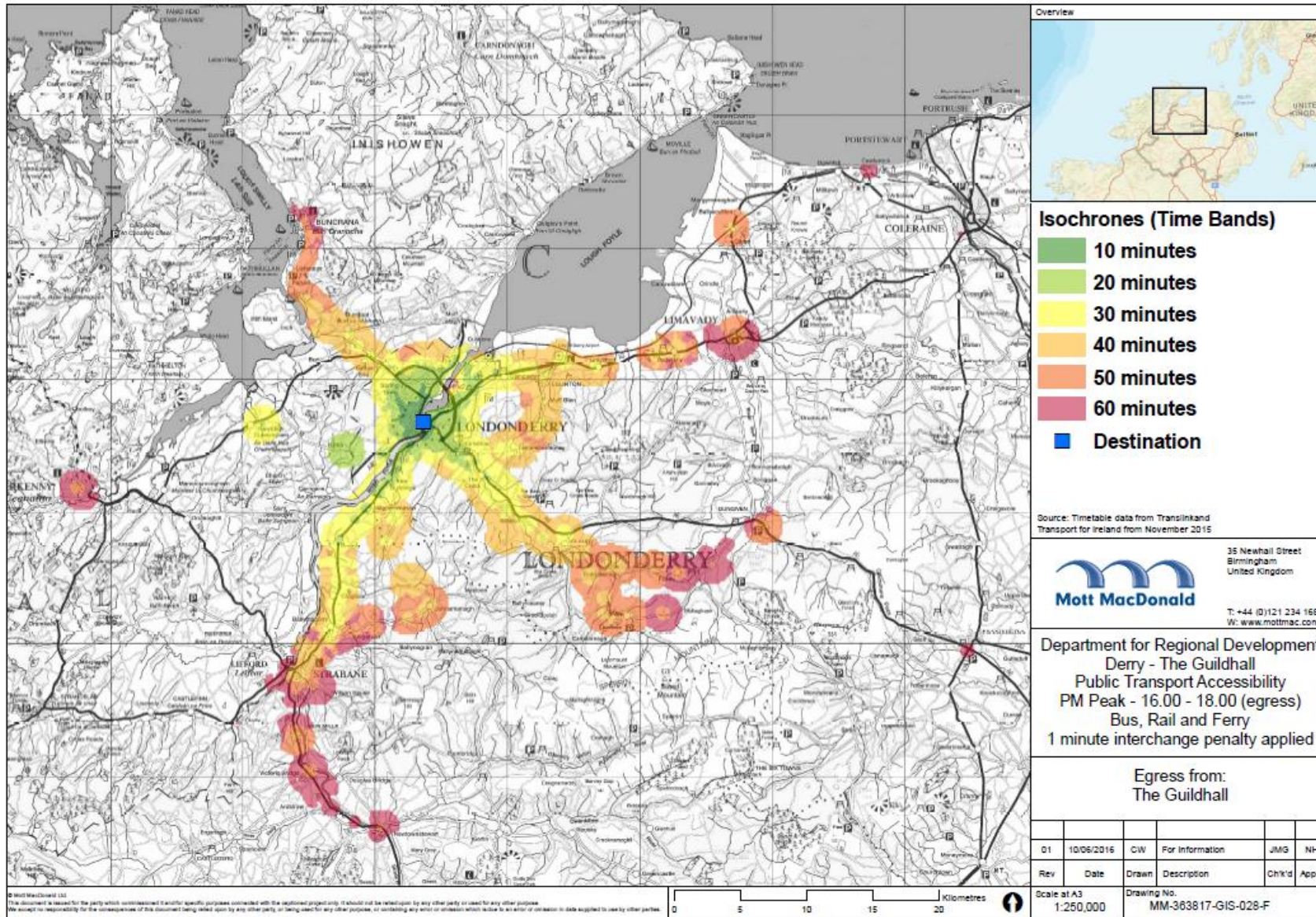
Priest's Lane Castledearg BT81 7AB	34	2	-	Free of Charge	N/A
Albert Street Castledearg BT81 7DS	90	2	1	Free of Charge	N/A
Simpson's Brae Derry BT47 6DL	14	-	-	Free of Charge	N/A
Waterside Railway Station, Derry BT47 6DH	42	4	2	Free of Charge	N/A
Shantallow Derry Bt48 8EL	104	2		Free of Charge	N/A
Berryhill Road Donemana BT82 0NR	37	4	-	Free of Charge	N/A
Townhall Street West, Newtownstewart BT78 4AX	30	-	-	Free of Charge	N/A
Upper Main Street Strabane BT82 8AR	53	2	-	Free of Charge	N/A
Bowling Green Strabane BT82 8BW	39	-	-	Free of Charge	N/A
Mill Street Strabane BT82 8HL	37	-	-	Free of Charge	N/A
Canal Basin North Strabane BT82 8EE	123	-	-	Free of Charge	N/A
Canal Basin (Dock Street) Strabane BT82 8EE	161	2	1	Free of Charge	N/A
Total Car Parking Spaces Available in Derry City and Strabane District Council					1,951

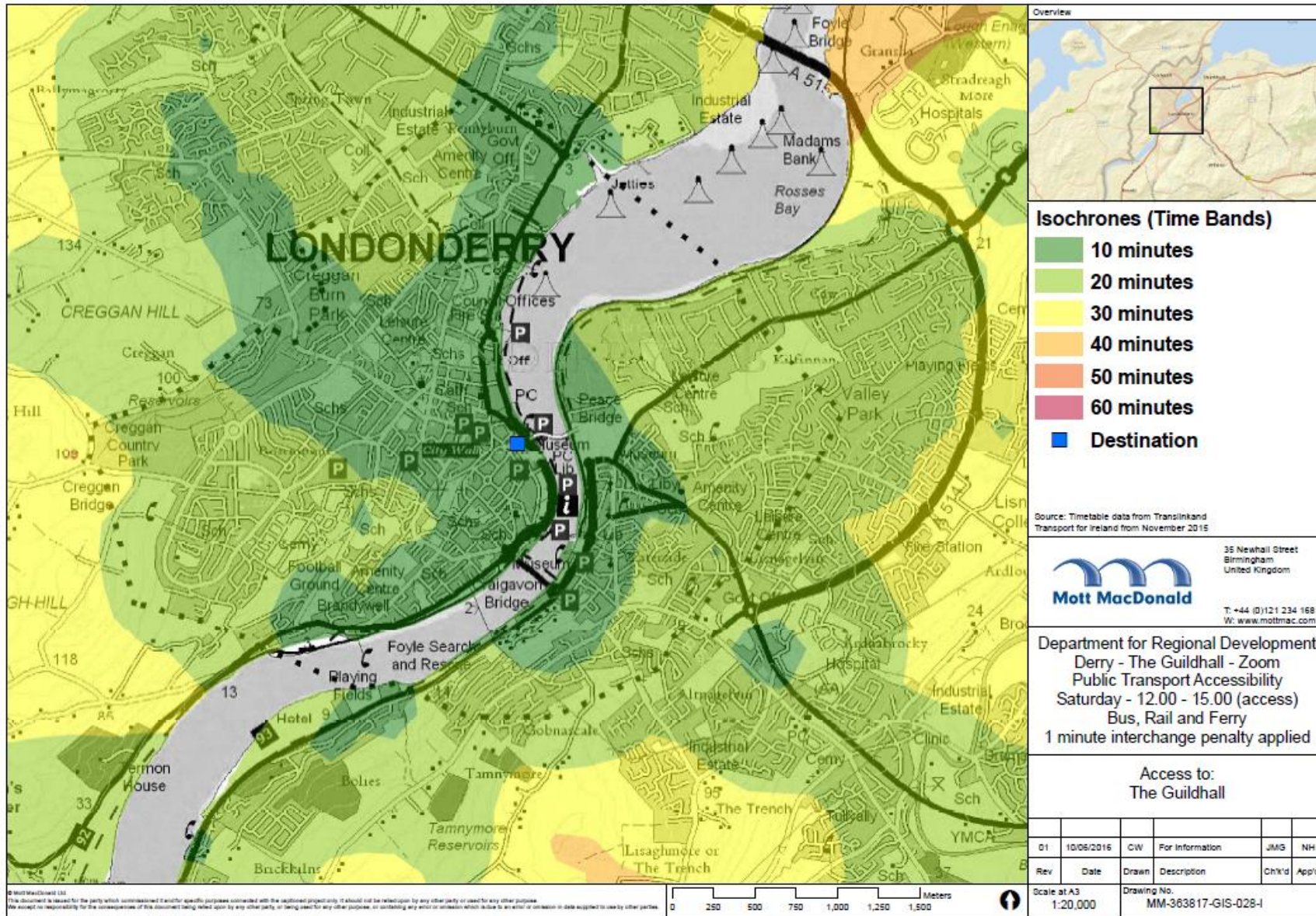


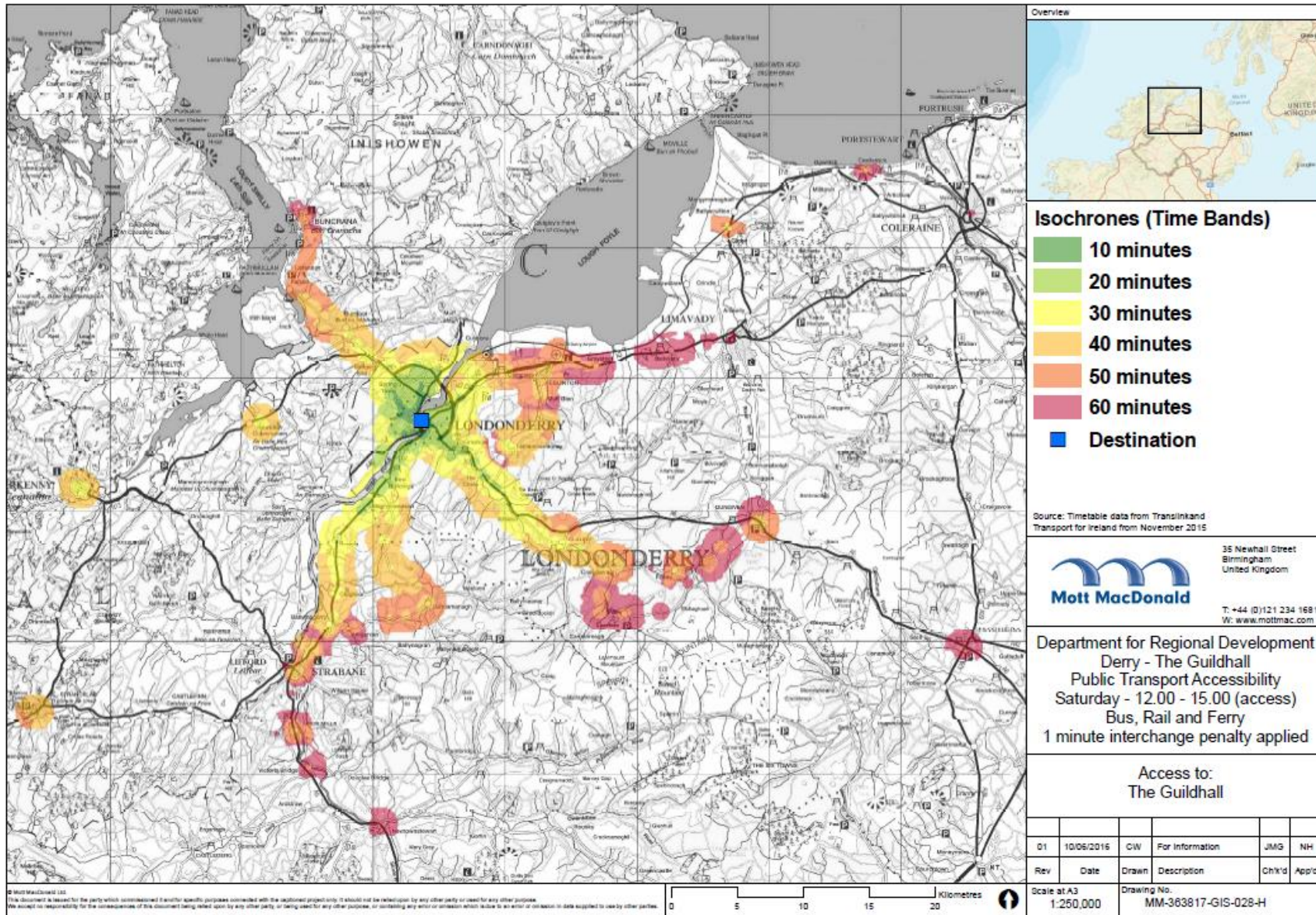


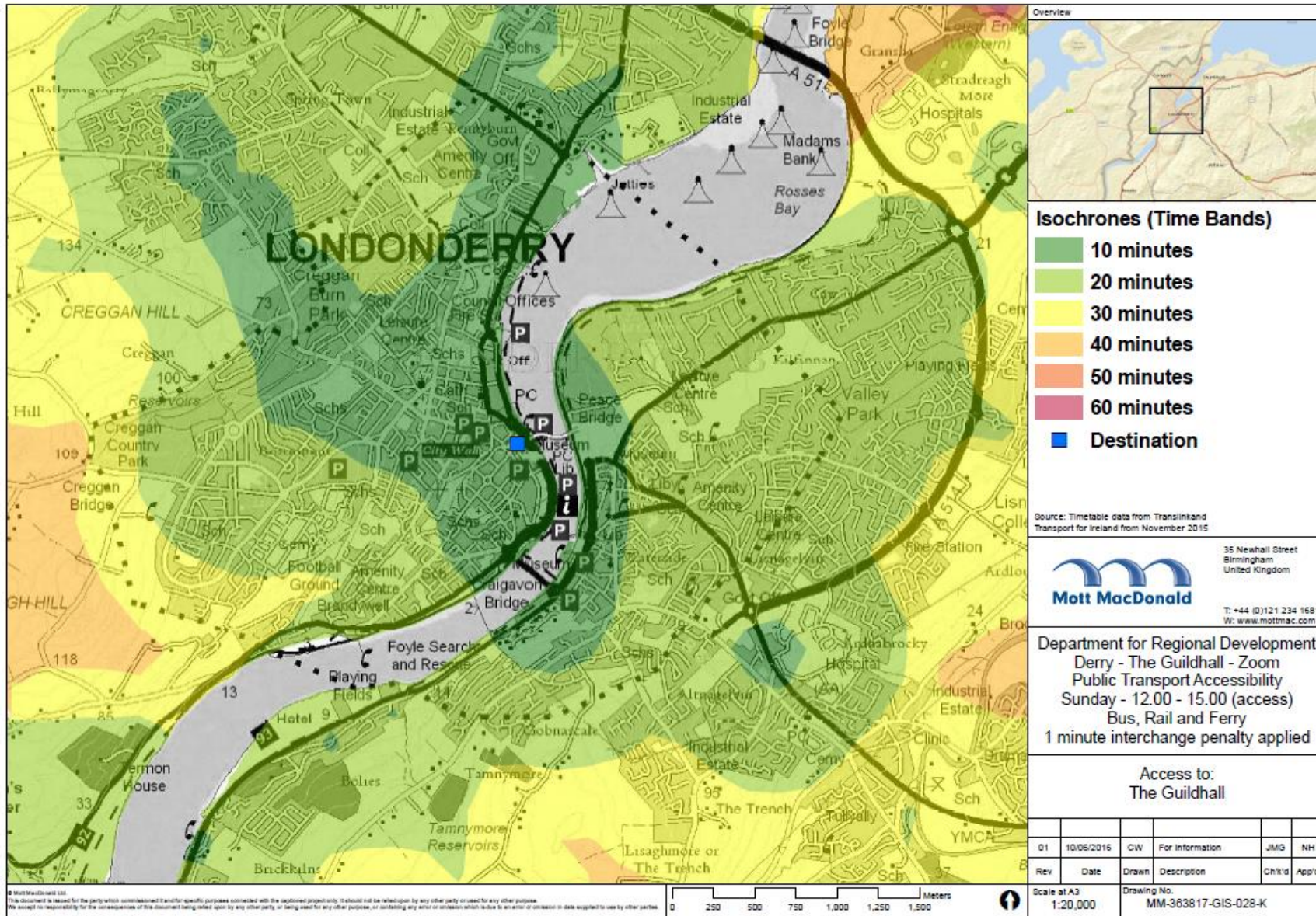


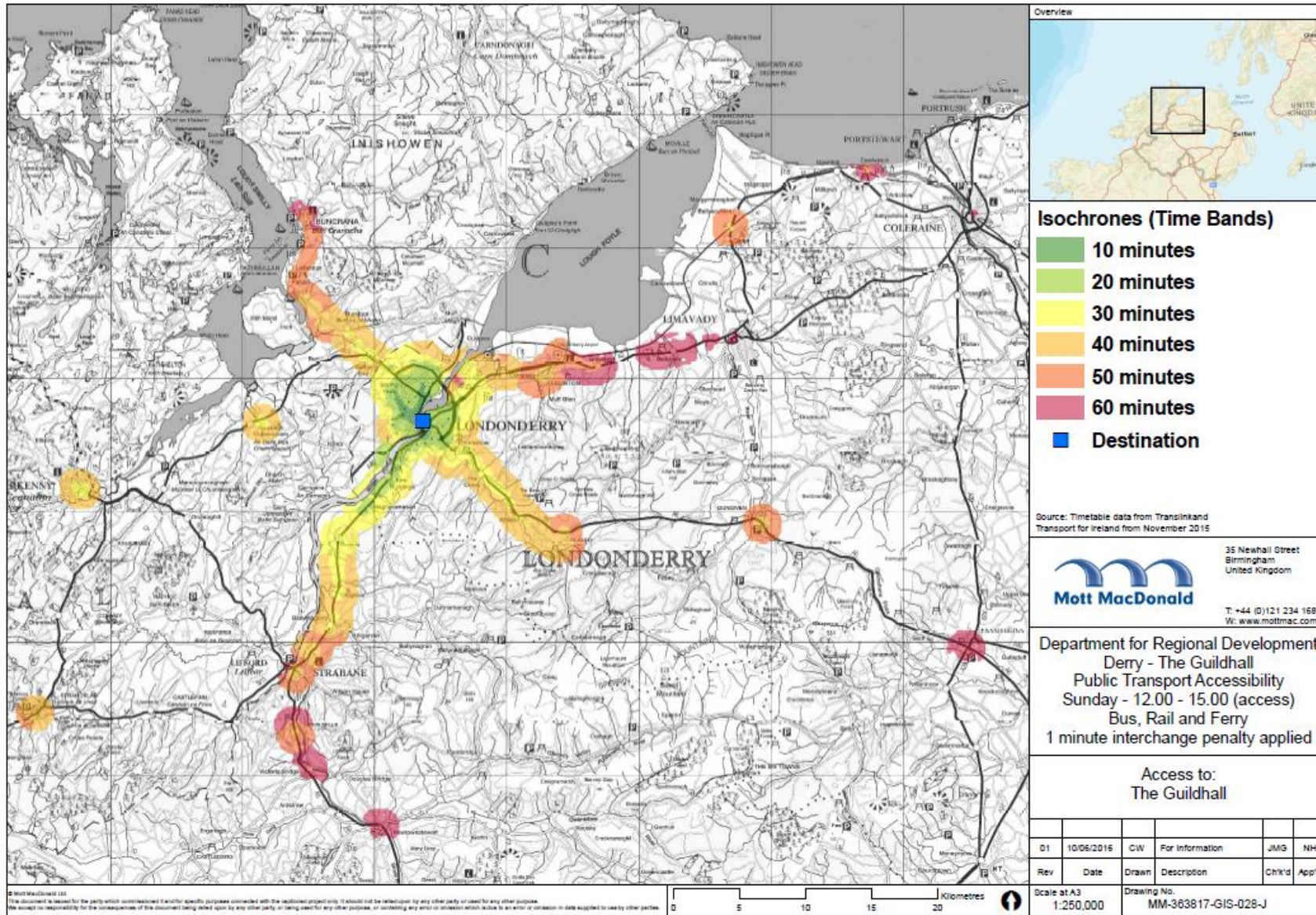


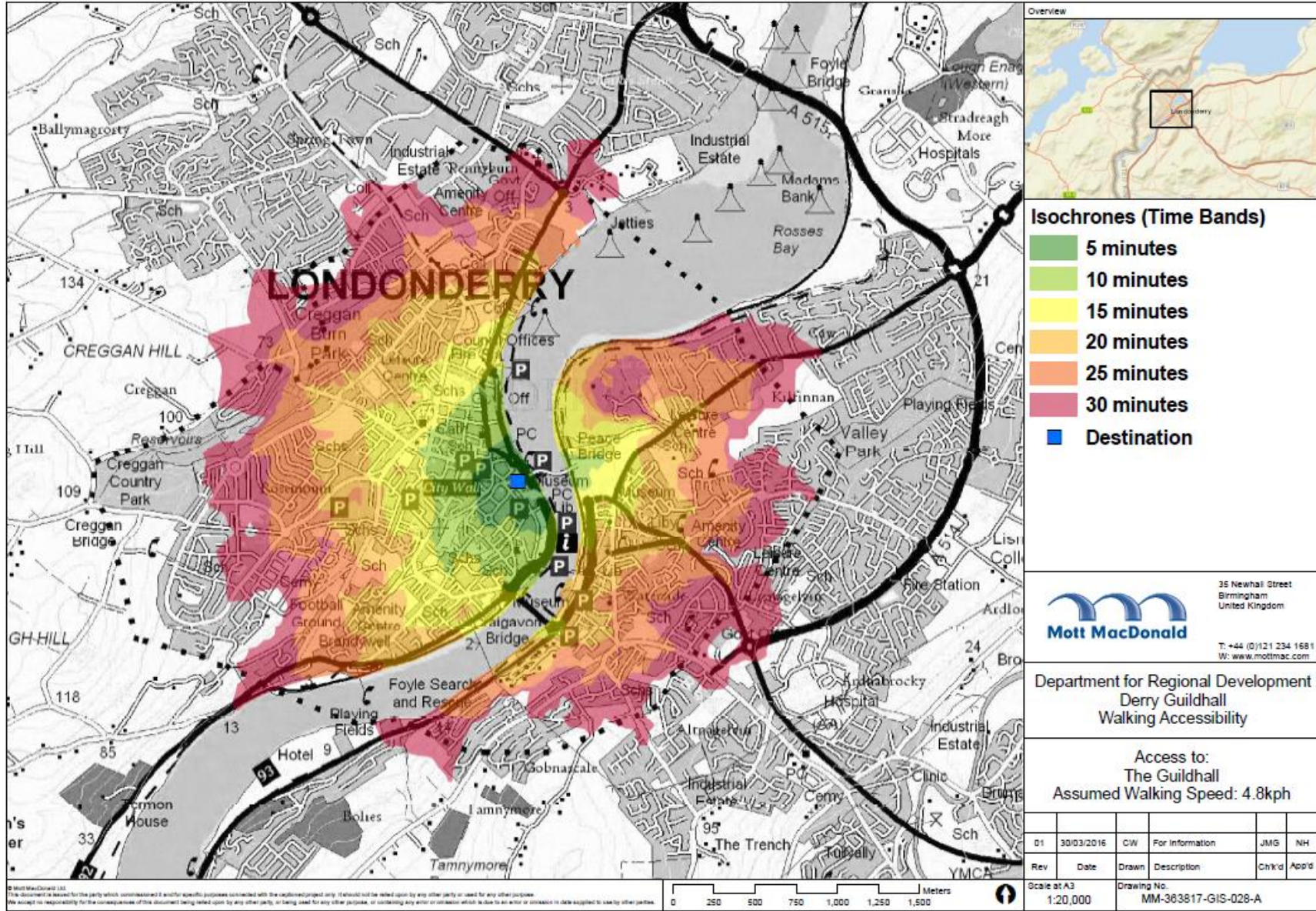


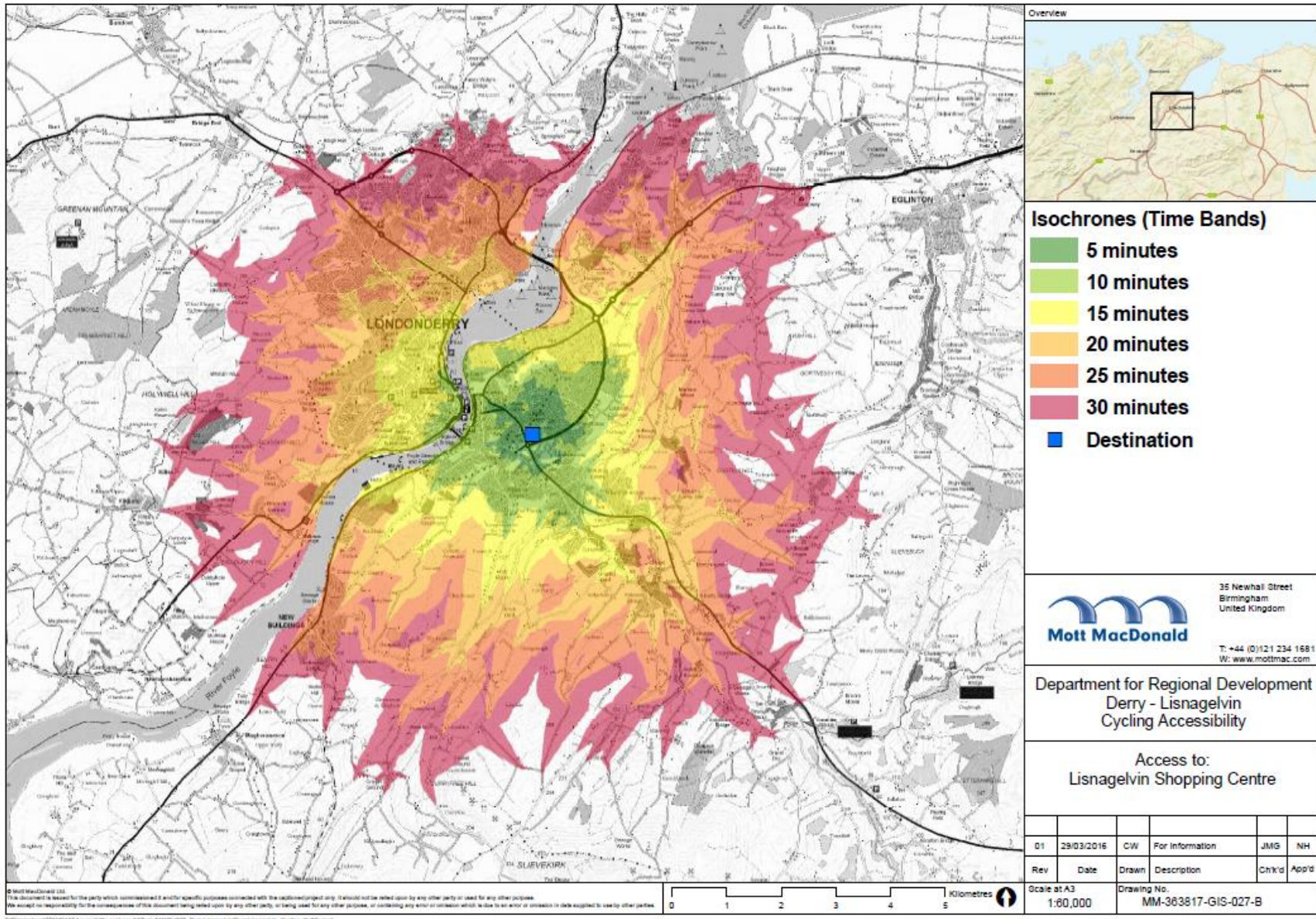


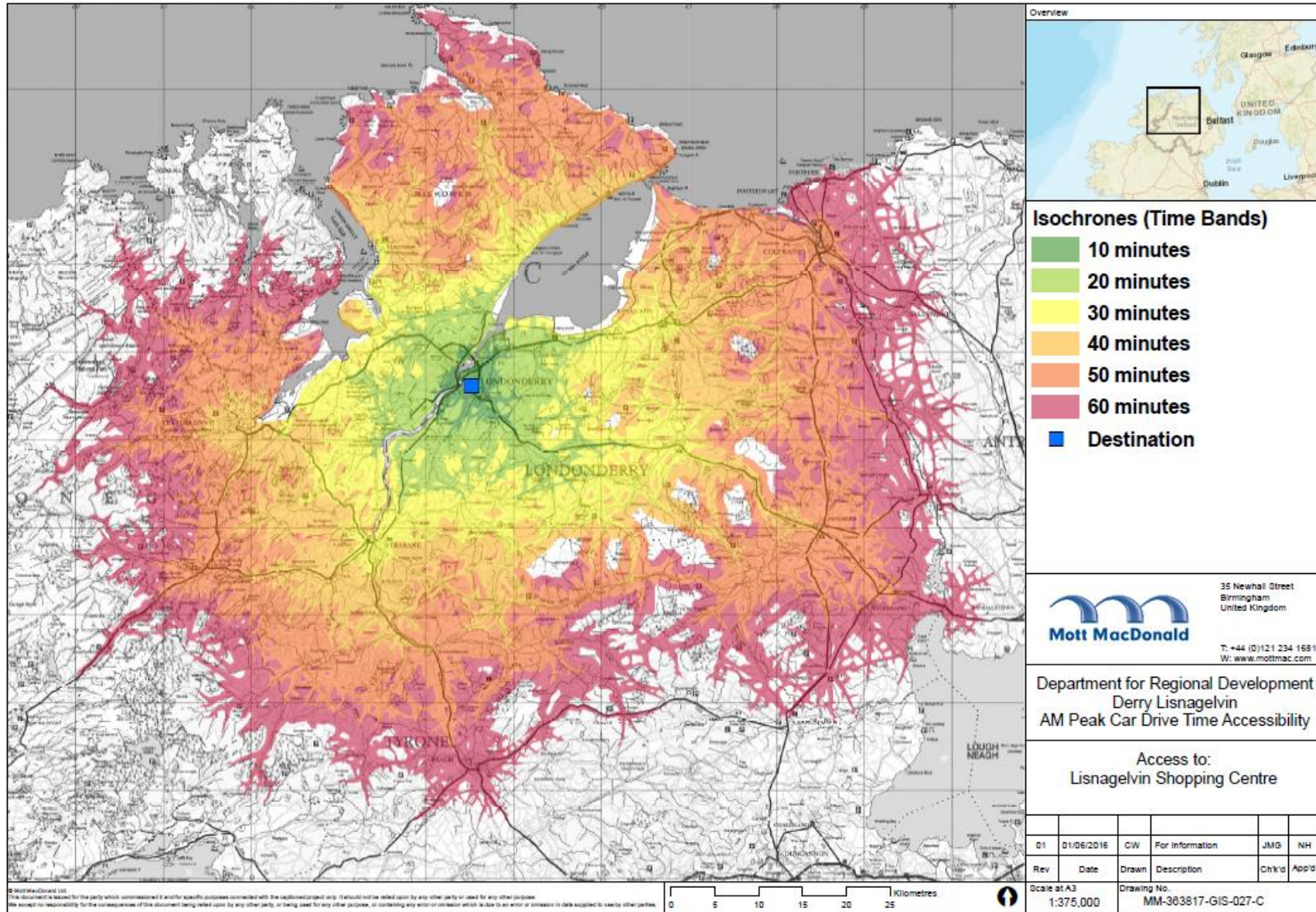


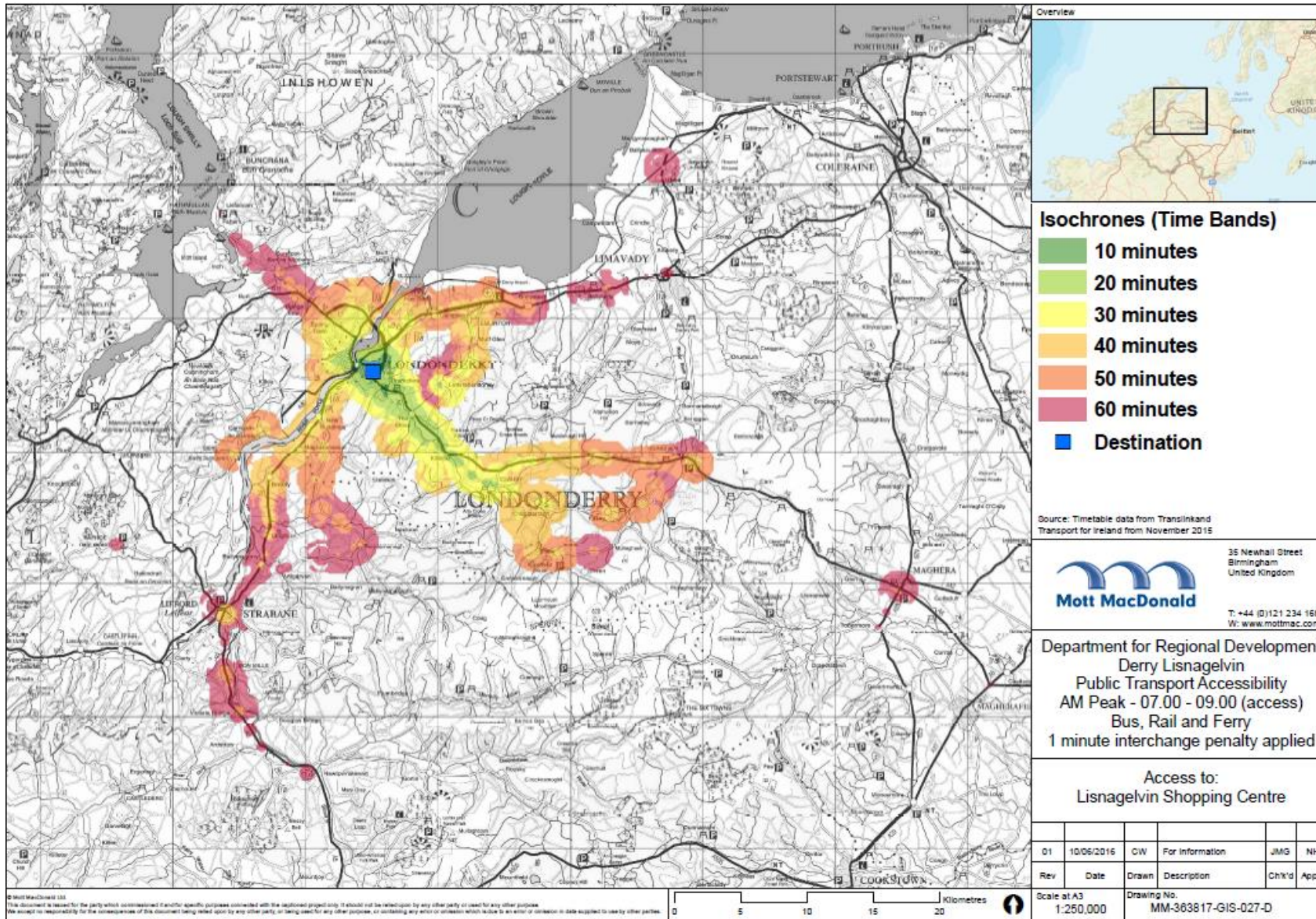


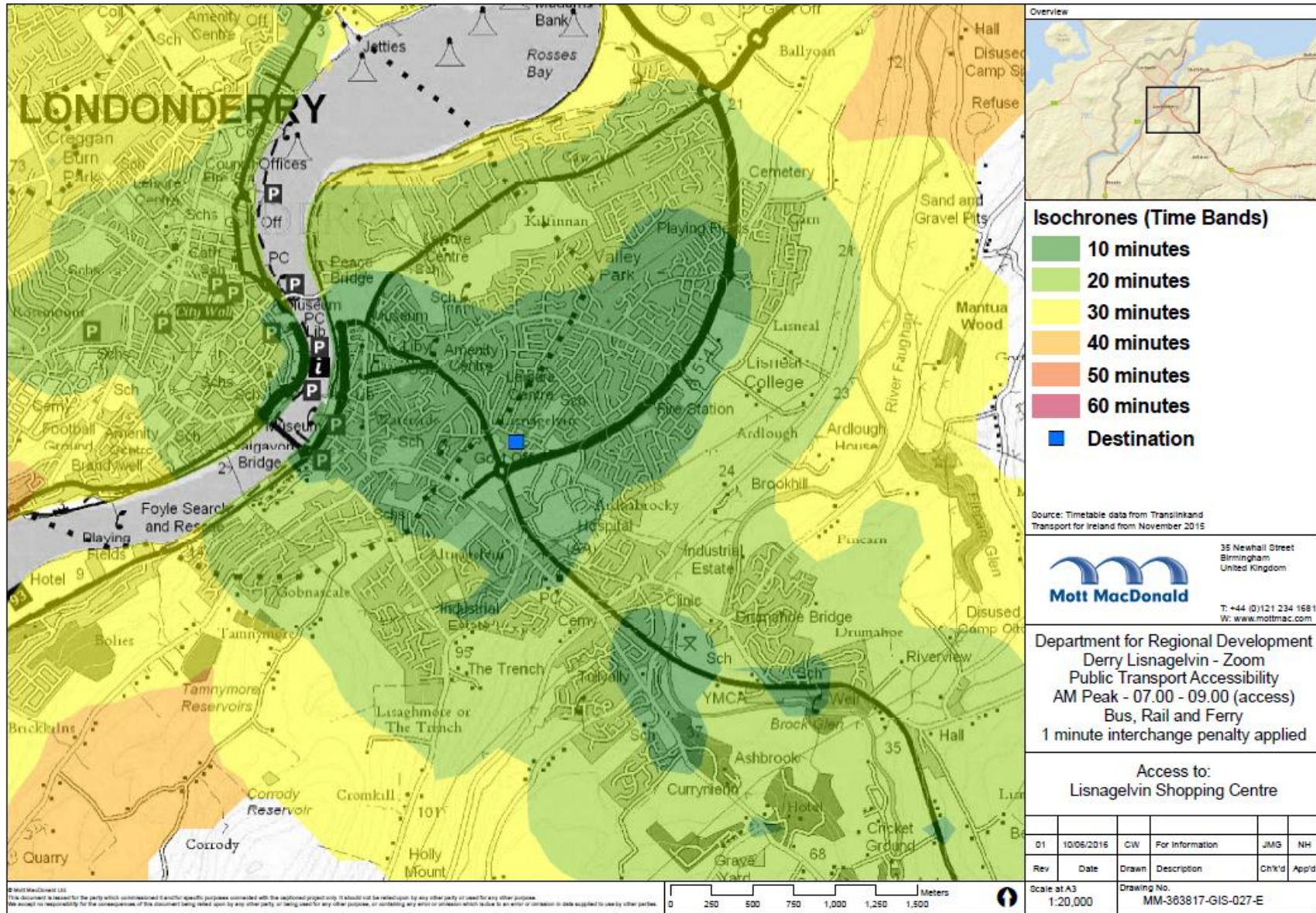


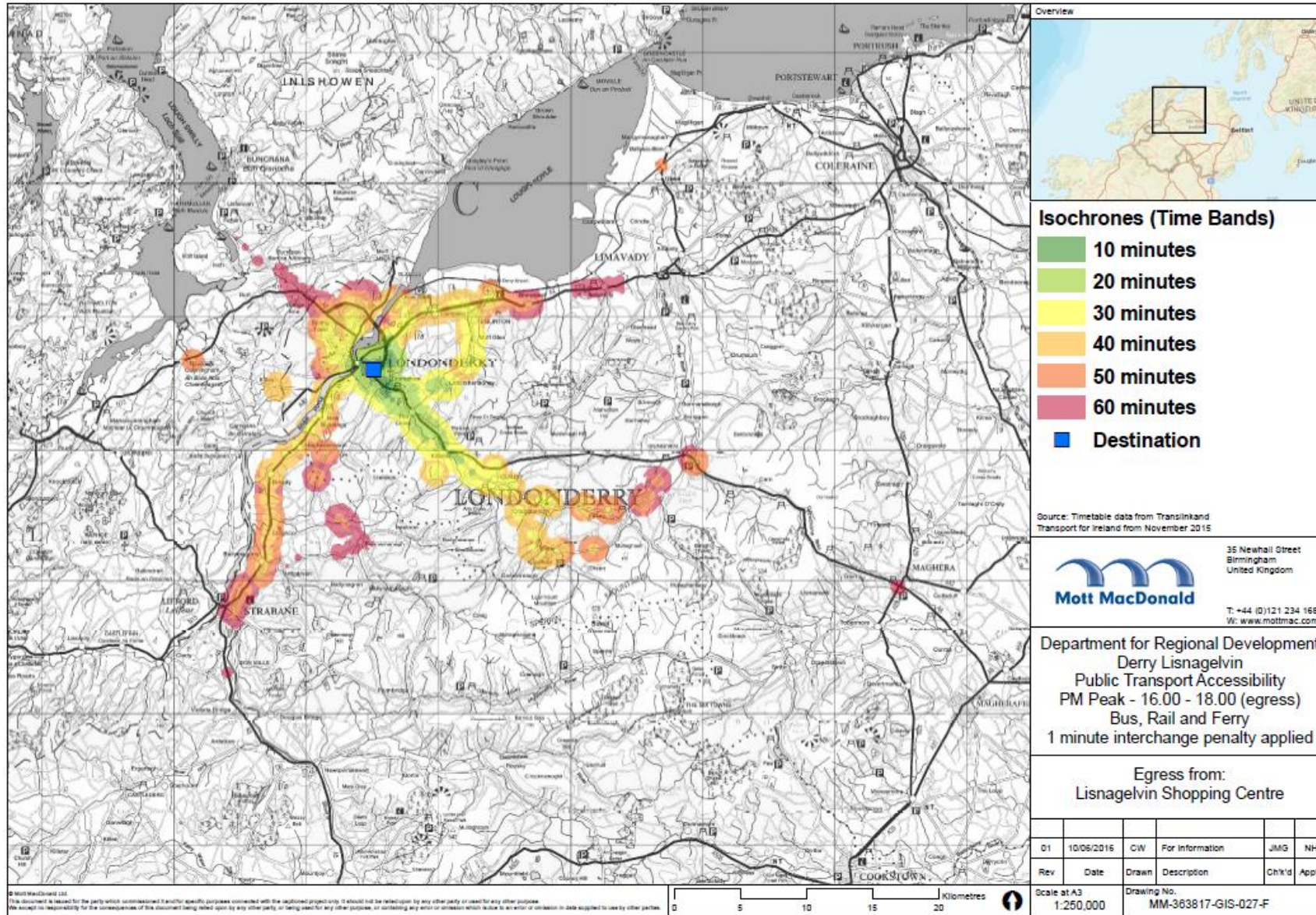


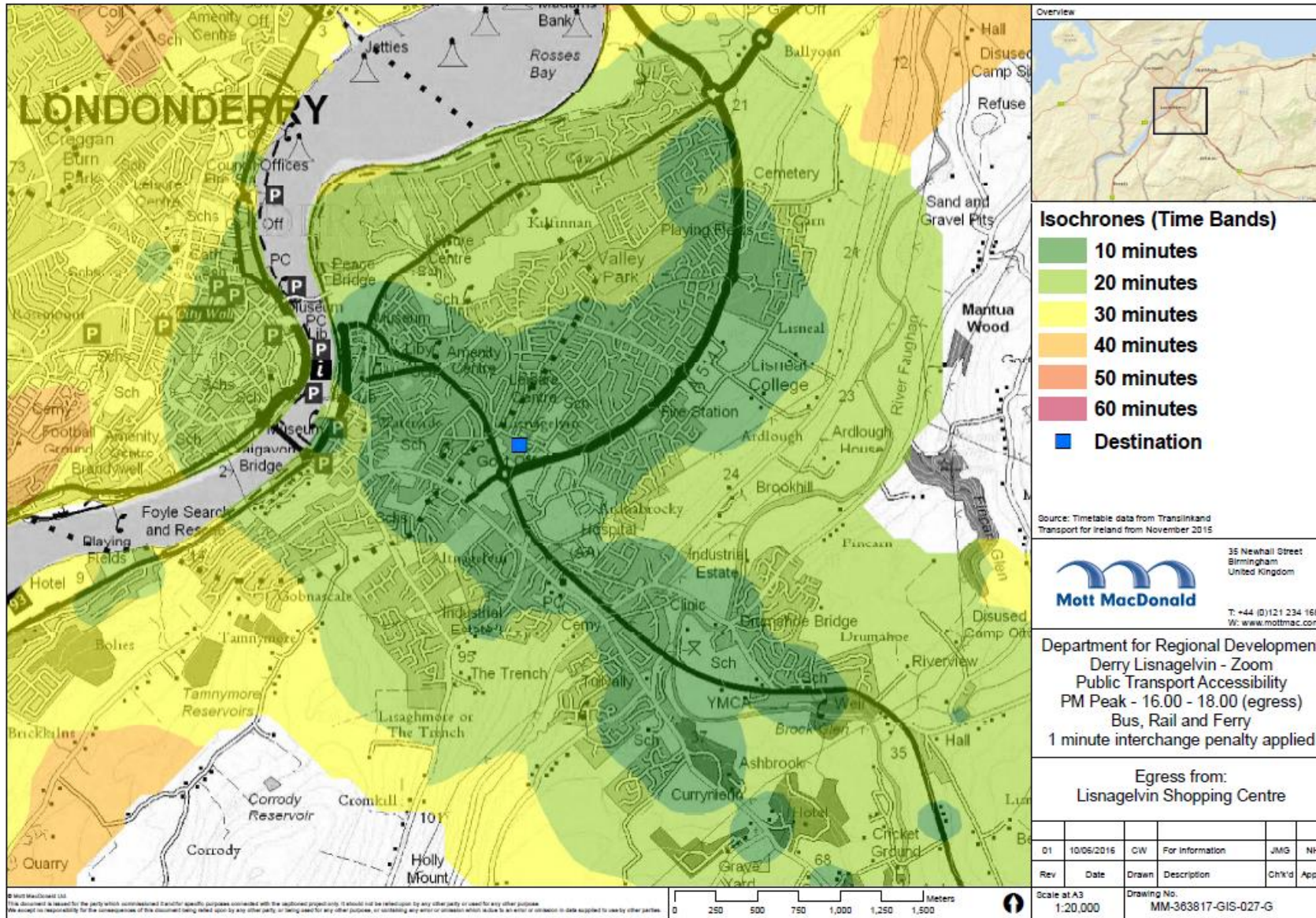


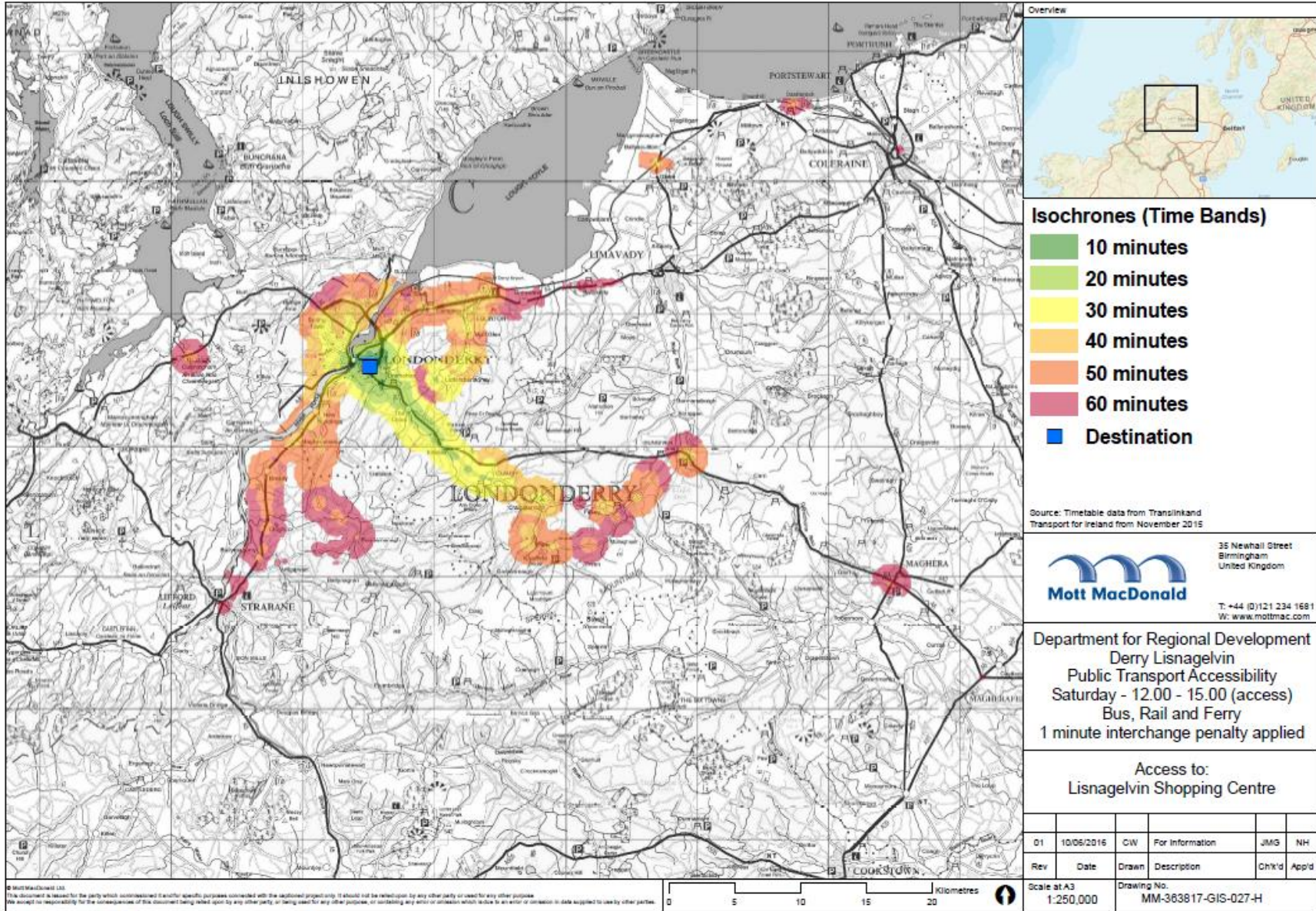


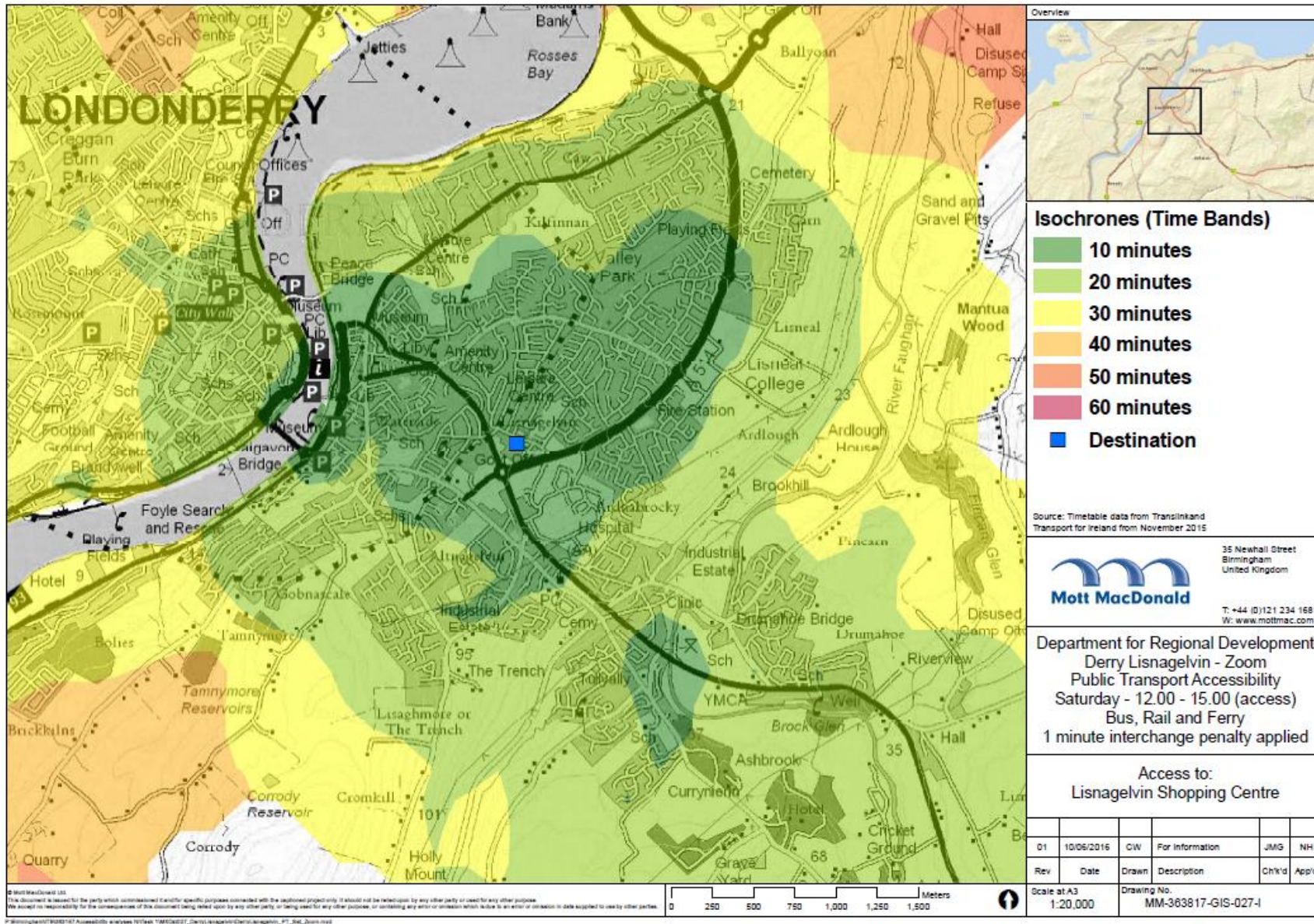


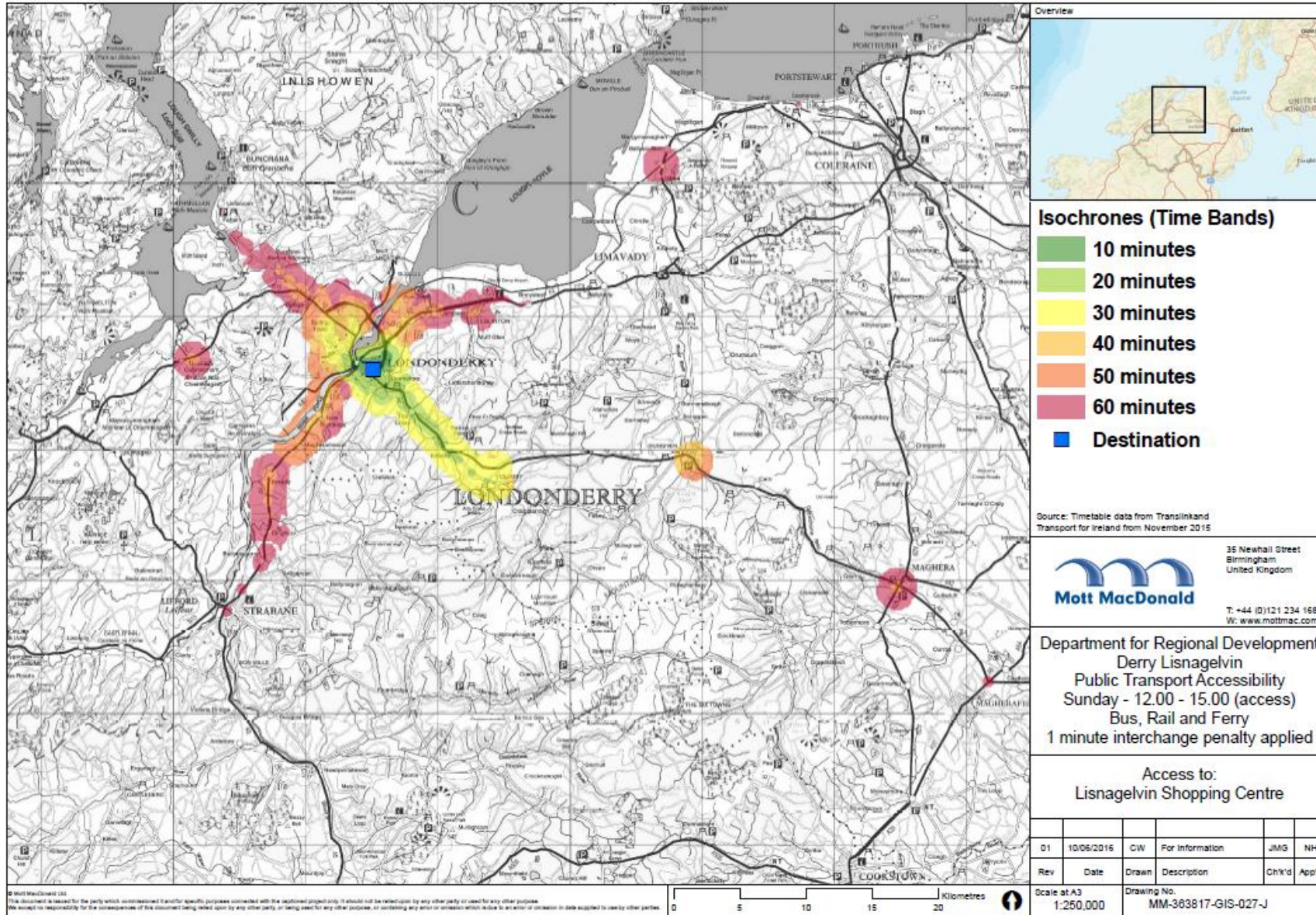


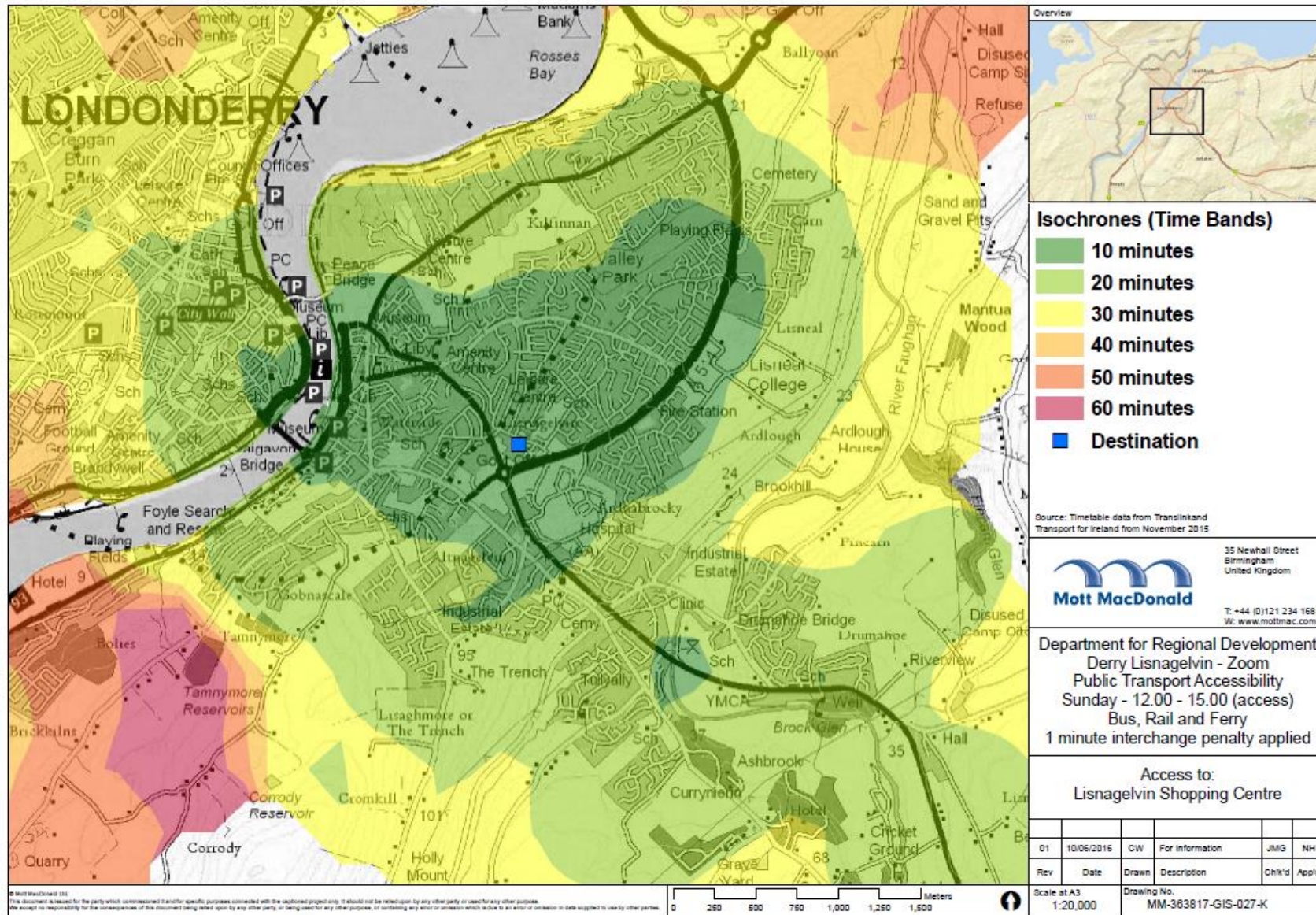


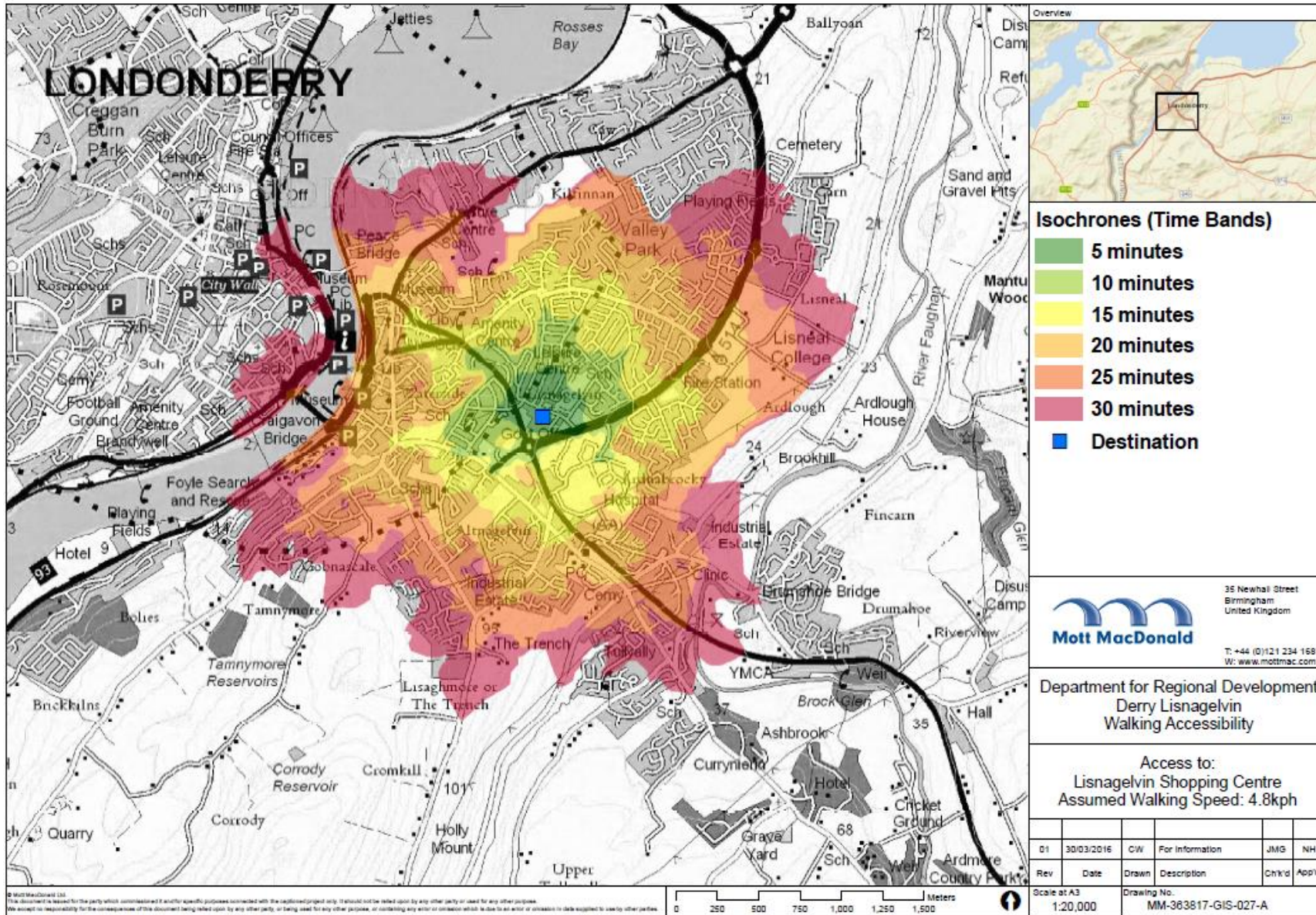


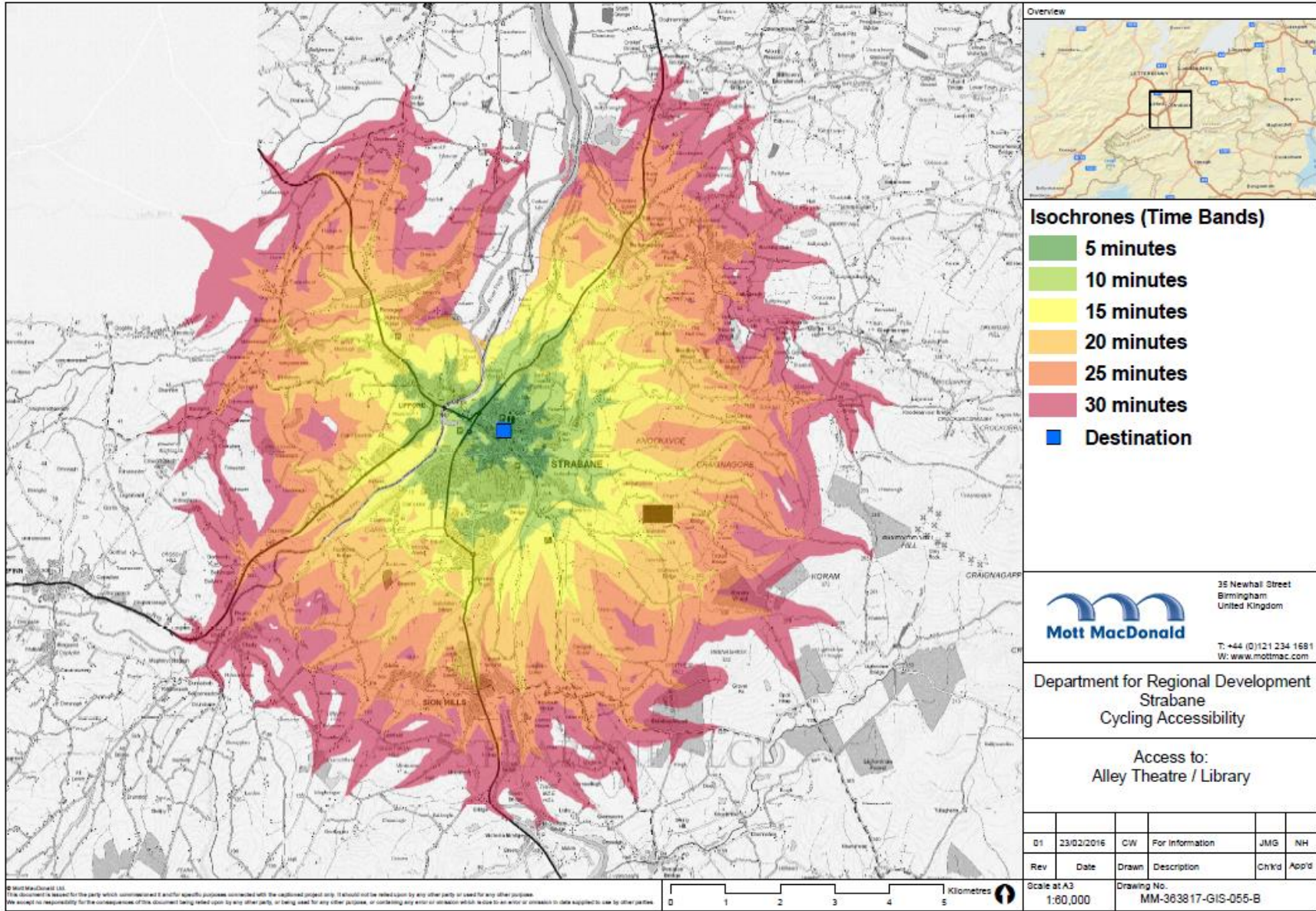


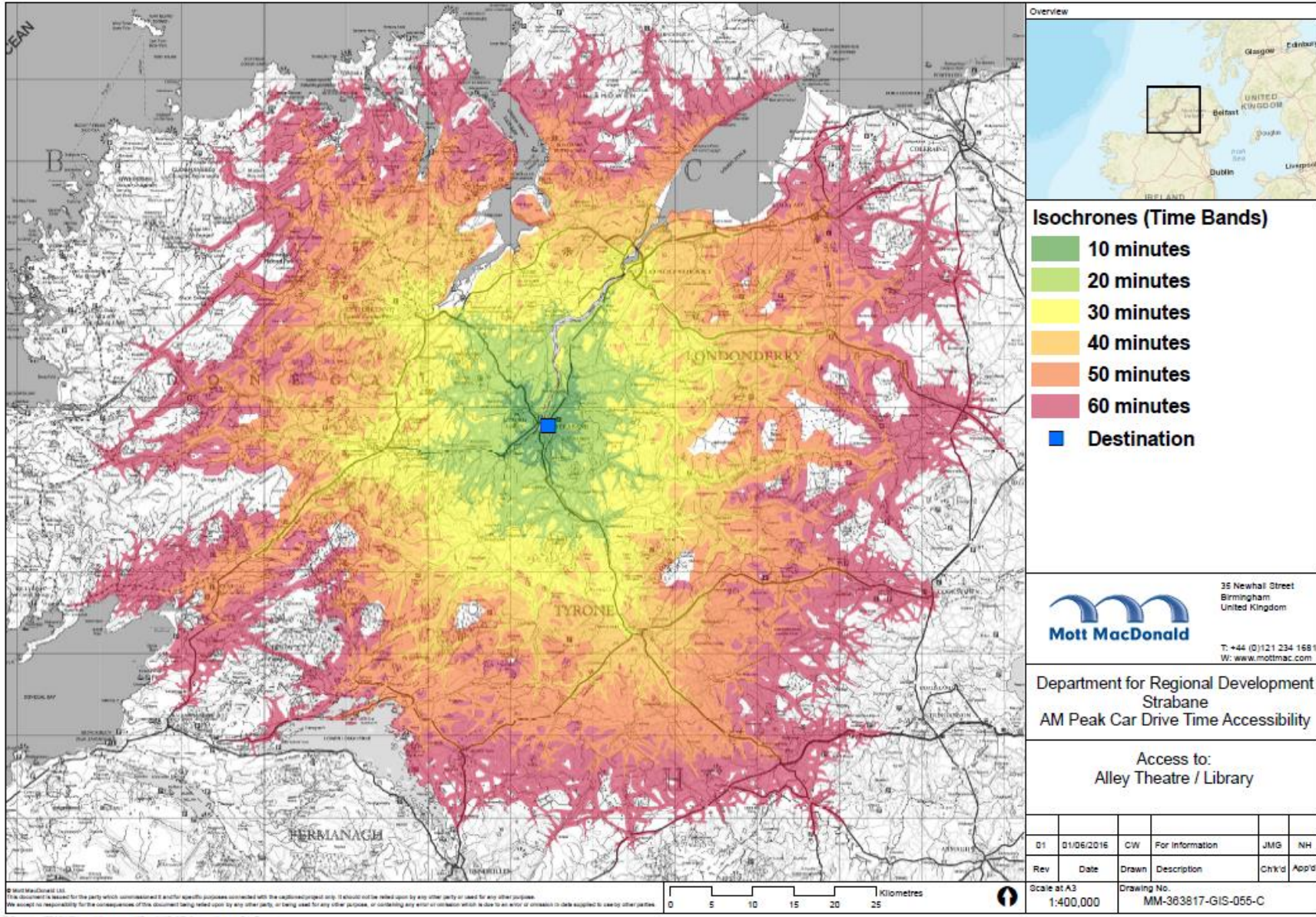


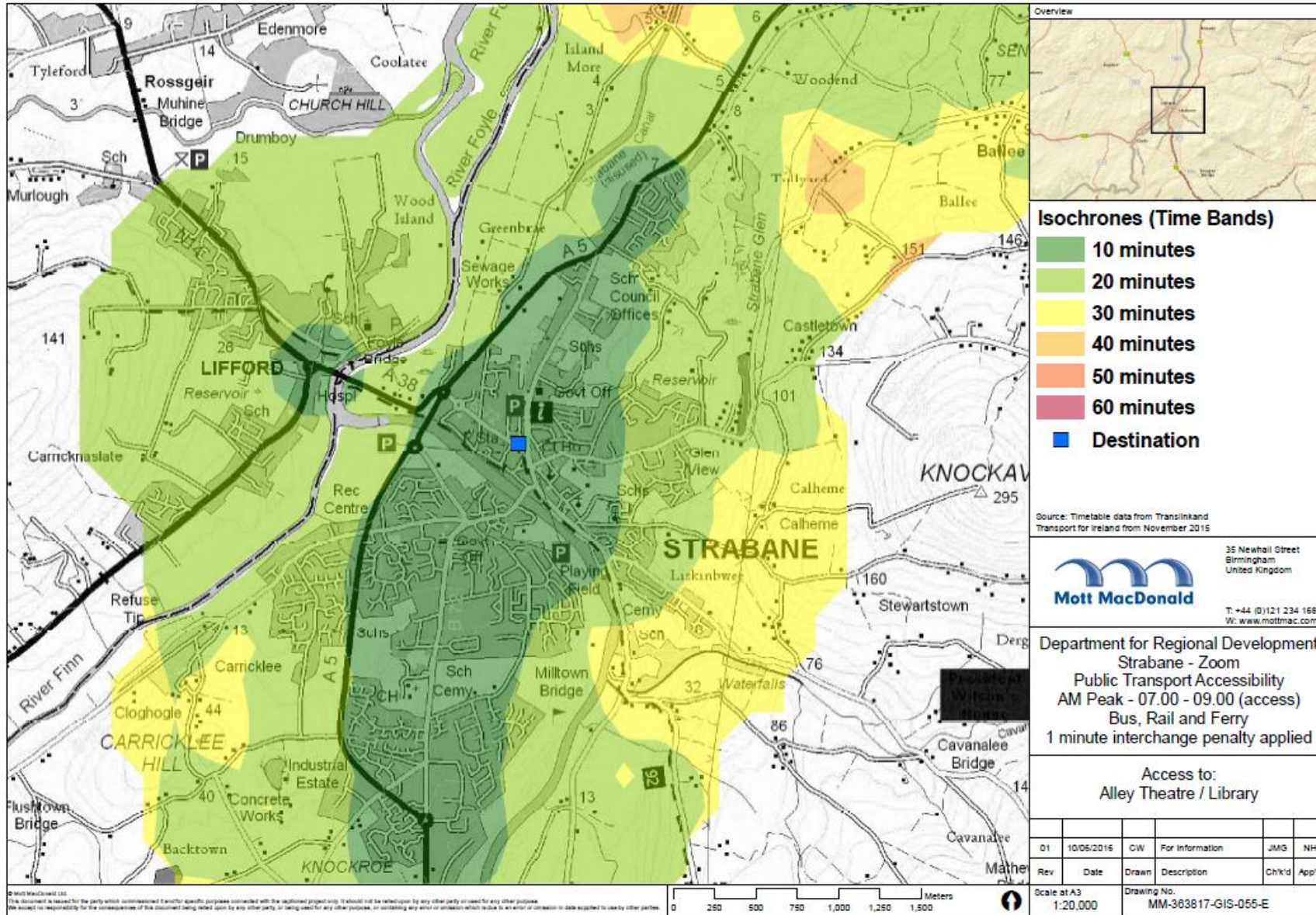


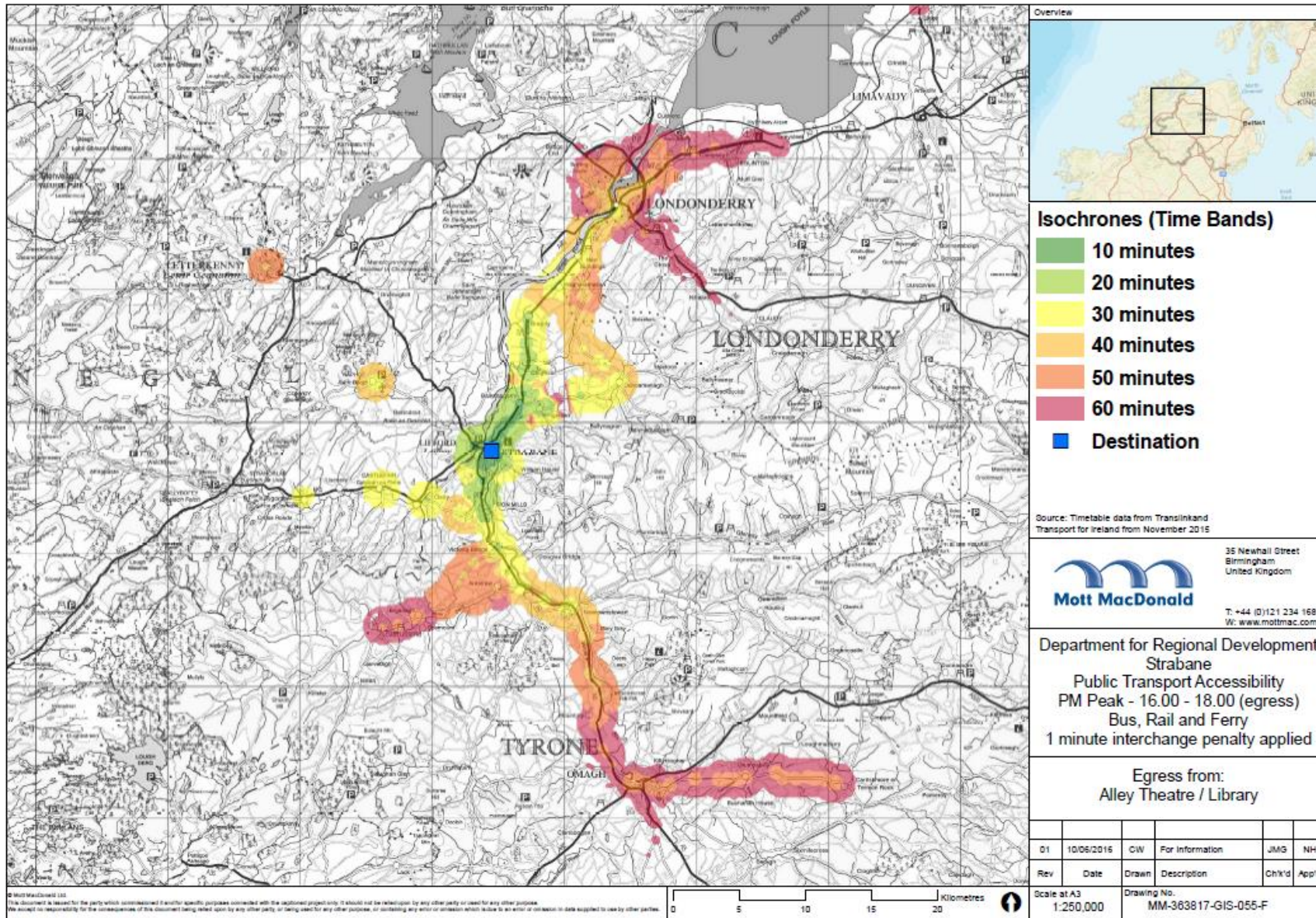


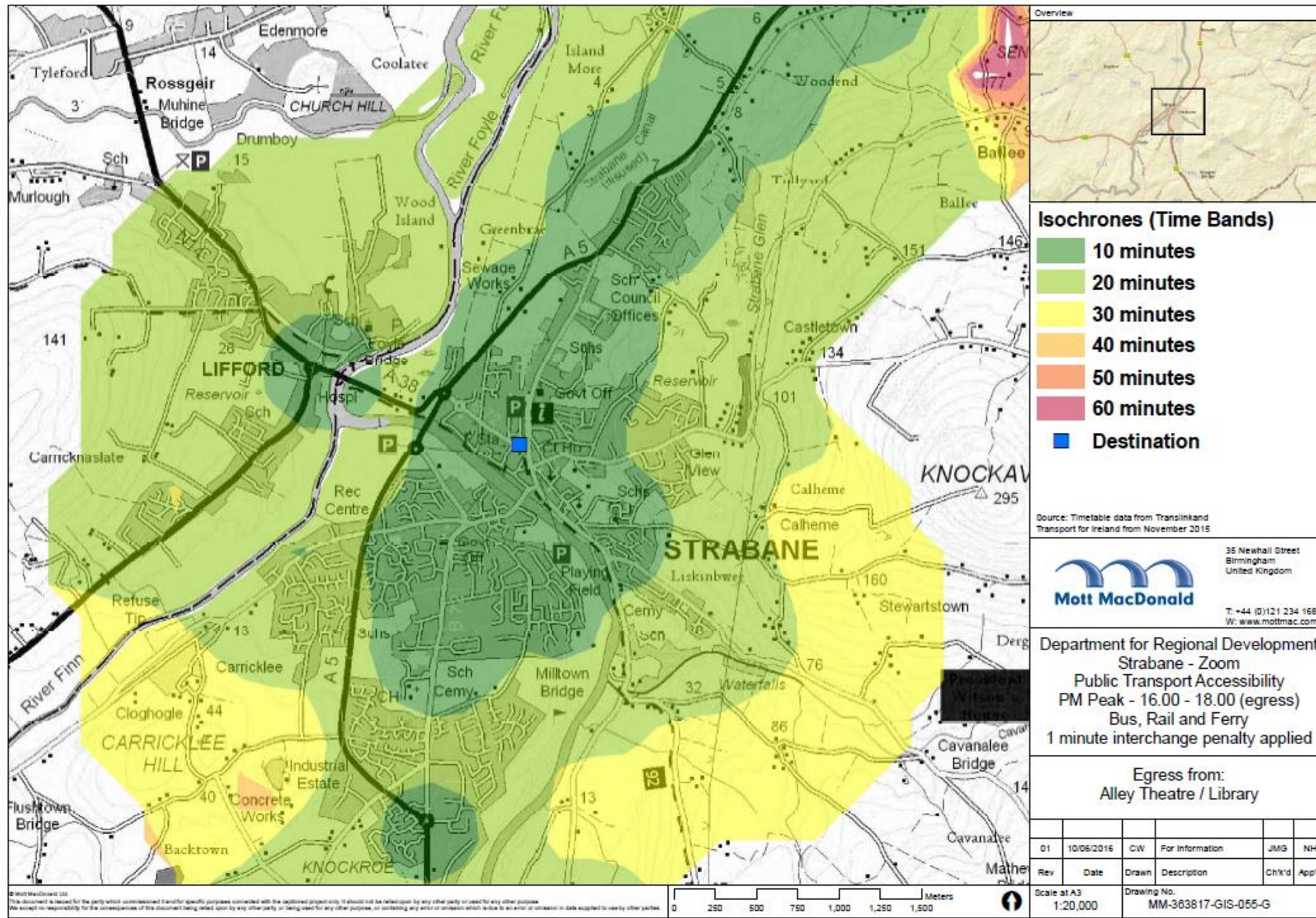


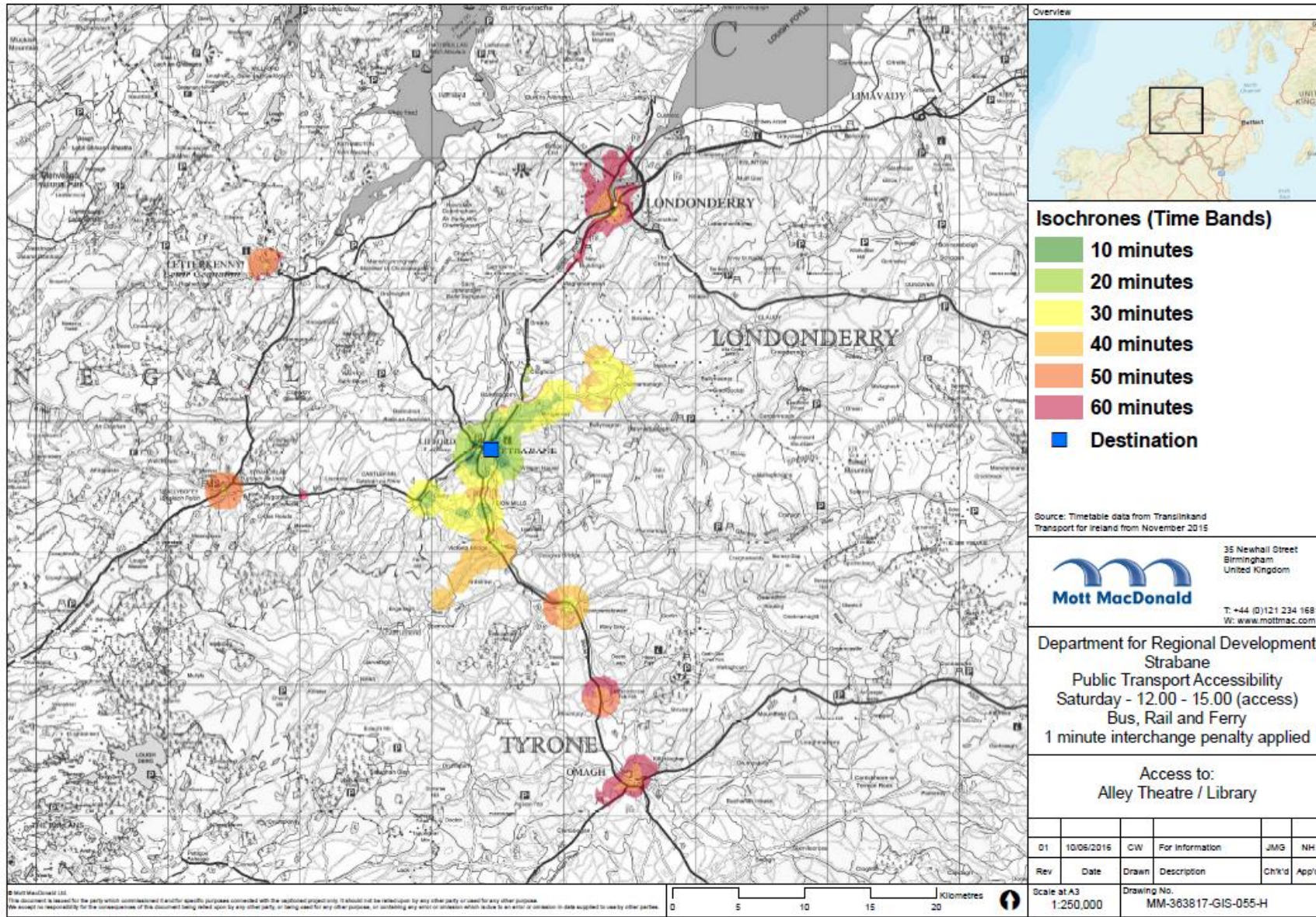


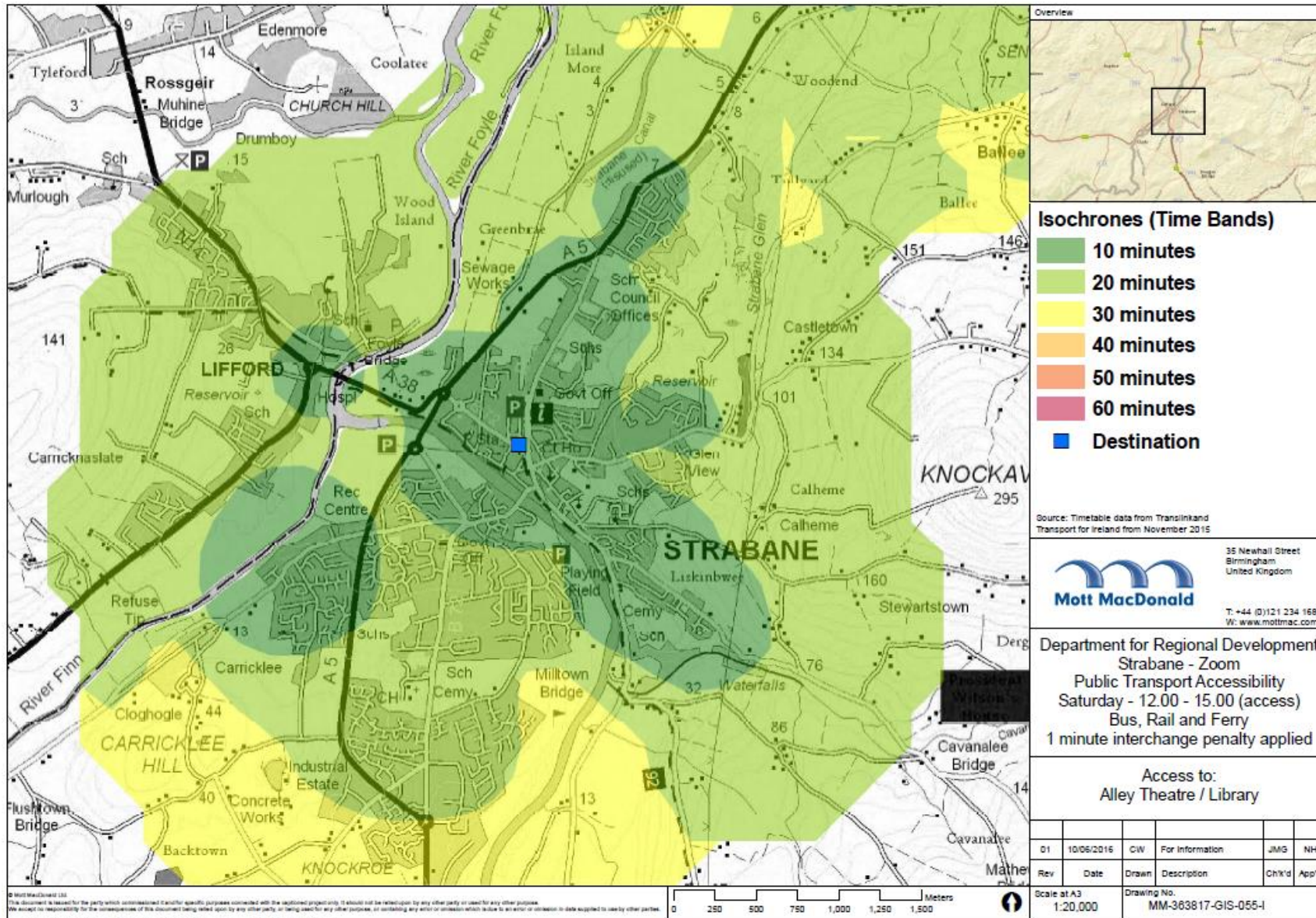


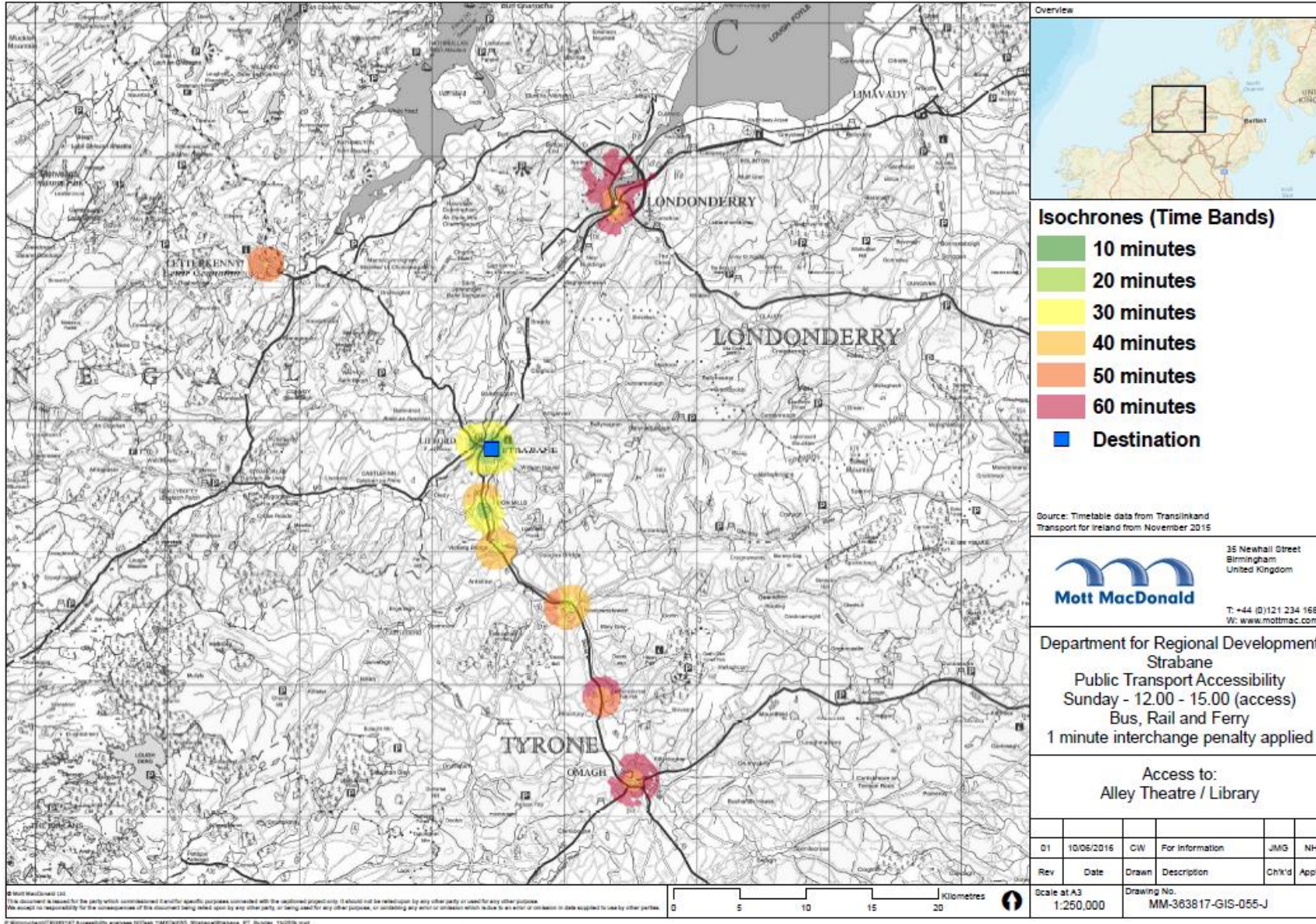












Isochrones (Time Bands)

- 10 minutes
- 20 minutes
- 30 minutes
- 40 minutes
- 50 minutes
- 60 minutes
- Destination

Source: Timetable data from Translinkand Transport for Ireland from November 2015



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Birmingham
United Kingdom

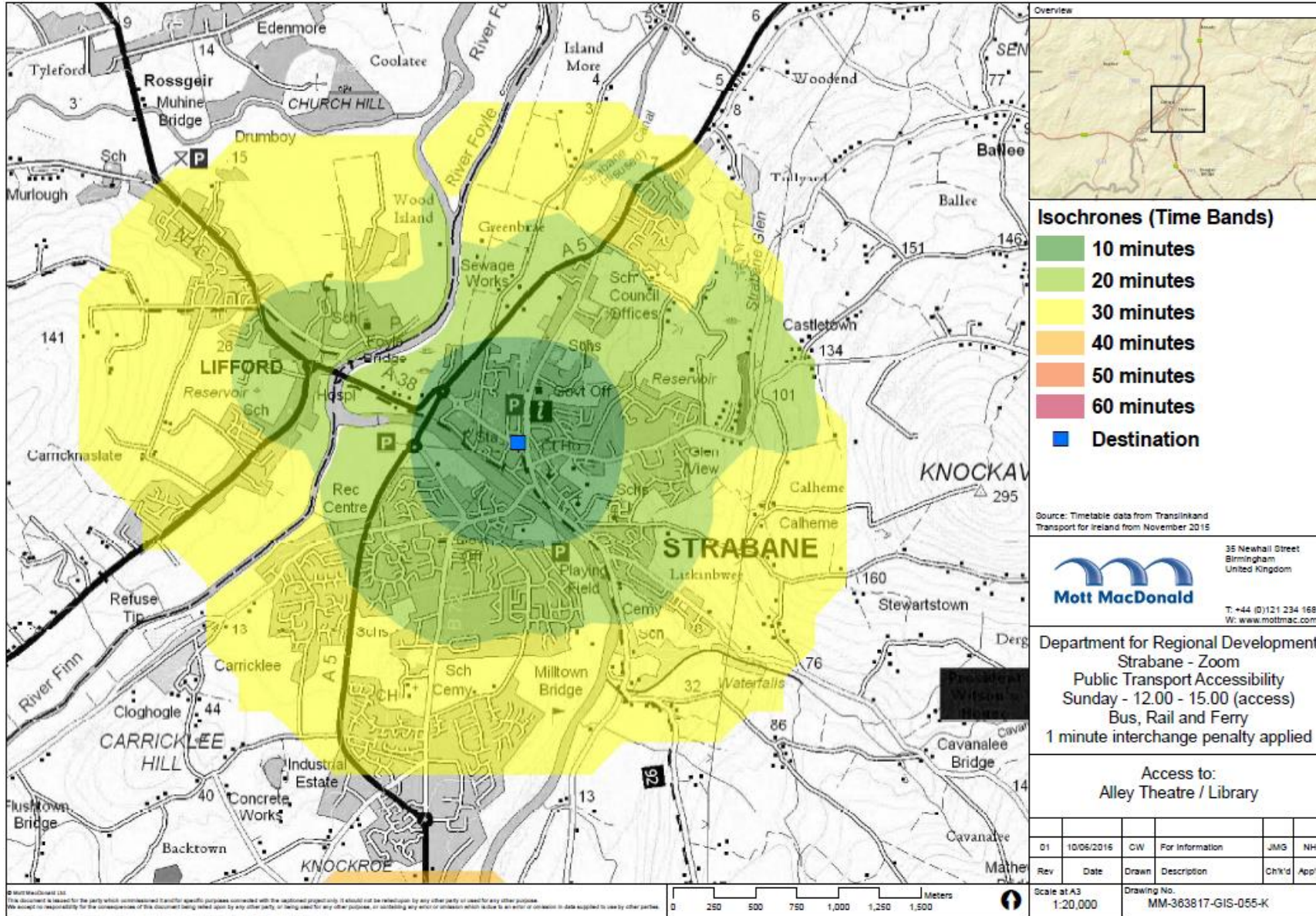
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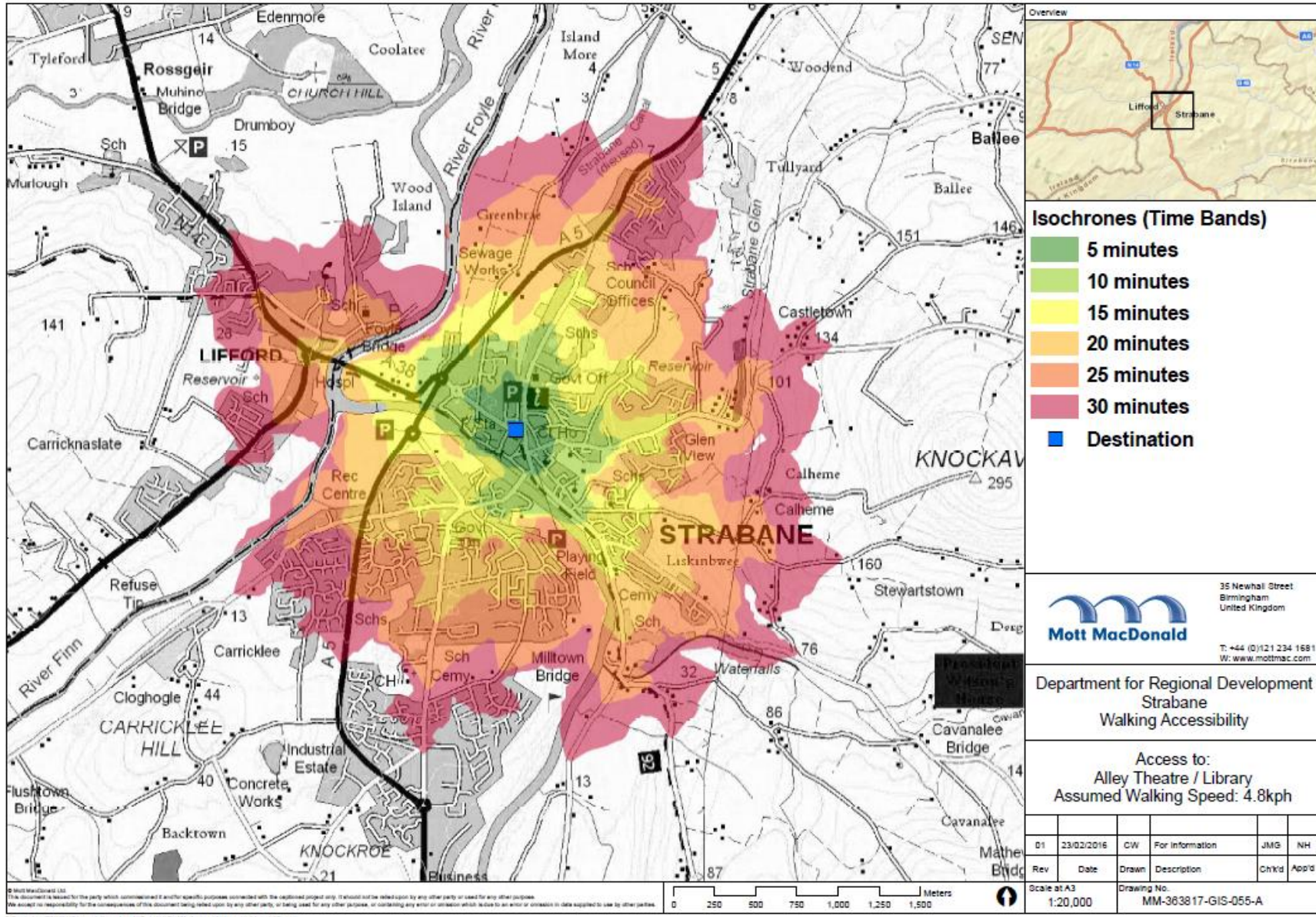
Department for Regional Development
Strabane
Public Transport Accessibility
Sunday - 12.00 - 15.00 (access)
Bus, Rail and Ferry
1 minute interchange penalty applied

Access to:
Alley Theatre / Library

01	10/06/2016	CW	For Information	JMG	NH
Rev	Date	Drawn	Description	Chk'd	App'd
Scale at A3 1:250,000		Drawing No. MM-363817-GIS-055-J			

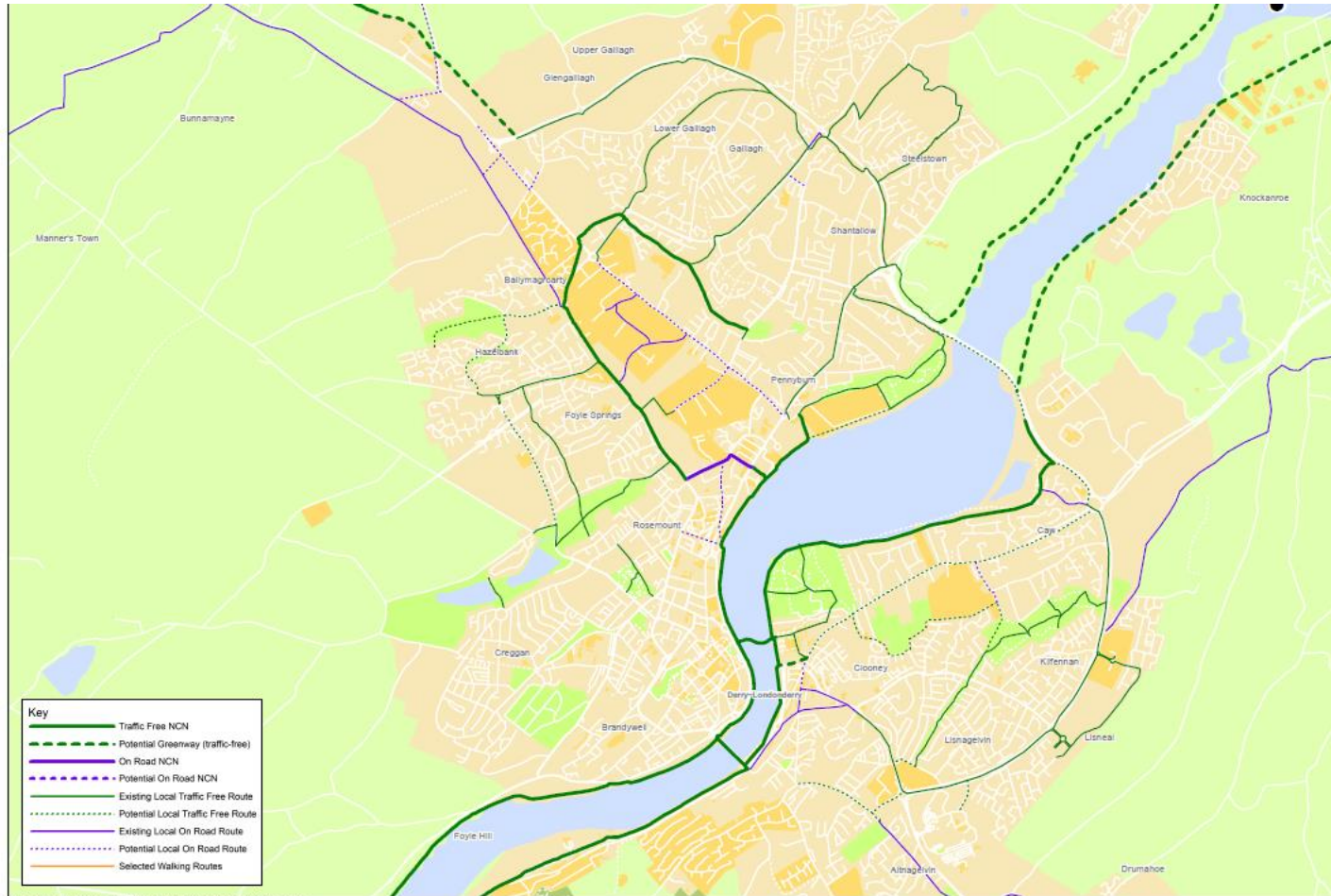
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APPENDIX 5 – GREENWAY MAPS

MAP 1: DERRY GREENWAYS - EXISTING AND POTENTIAL ROUTES



Contains map data (c) www.openstreetmap.org (and) contributors, source: CC-BY-SA (www.openstreetmap.org)

MAP 2: STRABANE GREENWAYS - EXISTING AND POTENTIAL ROUTES

