



Derry City & Strabane
District Council

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DERRY CITY & STRABANE DISTRICT COUNCIL

LOCAL DEVELOPMENT PLAN (LDP) 2032



DRAFT PLAN STRATEGY

Evidence Base Paper EVB 11: Transport & Movement December 2019

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DERRY CITY AND STRABANE DISTRICT COUNCIL

LOCAL DEVELOPMENT PLAN (LDP) 2032



EVIDENCE BASE PAPER EVB 11: Transport & Movement

This Document is one in a series which comprises the evidence base that informs the preparation of the Derry City and Strabane District Local Development Plan (LDP 2032) Plan Strategy.

It builds upon the suite of thematic Topic Papers prepared and published alongside the LDP Preferred Options Paper (POP), which established the May 2017 baseline position and identified the key issues that needed to be addressed by the LDP.

This Transport and Movement Base paper updates the baseline POP position and sets out the evidence base that has informed the strategy, designations and policies within the draft LDP Plan Strategy. Evidence has been informed by feedback from public consultation, discussions with Elected Members, input from statutory consultees, stakeholder groups, from other Departments within the Council, liaison with adjoining Councils and through the iterative Sustainability Appraisal process.

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

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1.0 Introduction to Paper

- 1.1 This Paper is one in a series, building up the evidence base that has informed the preparation of the LDP draft Plan Strategy (dPS). The LDP has a new approach to spatial planning and promoting appropriate development in line with the Strategic Growth Plan - Our Community Plan, moving away from the reactive planning of the past, towards a more proactive approach.
- 1.2 This Paper mainly provides interested parties with an overview of the planning legislation and policy covering transportation and movement, summarises movement within our District and sets out how this has been addressed, in policy terms, in the LDP PS that will facilitate and promote good connectivity.
- 1.3 Transportation provision is not the responsibility of the LDP, there are other Departments and agencies who have this role. In preparing the PS, the Council has liaised regularly with the Department for Infrastructure (as the statutory transportation authority and supported by partner agencies, especially Translink). The LDP PS is the response to this engagement and reflects the infrastructural proposals, both planned and currently underway, across the District. The success of the LDP PS over this and subsequent LDP periods beyond 2032 in influencing and effecting modal shift will depend on the significant contribution of these key players in delivering the associated infrastructural development which can be integrated with land use Planning to bring about fundamental modal changes in our transport behaviour within the District.
- 1.4 The production of the LDP Plan Strategy's transport strategy and policies has been supported by a Local Transport Study (LTS) undertaken as part of North West Transport Plan (NWTP). It has been undertaken by DfI Roads in conjunction with the Council
- 1.5 The LTS is also supported and informed by the Council's Car-Parking Study. Its purpose was to consider current and future parking provision and consider the need for LDP relevant policies and zones to constrain parking as a tool to discourage private car use. This has allowed for the consideration of inner urban re-modelling of main transport arteries in Derry.
- 1.6 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. The statutory framework seeks to ensure that in preparing its Local Development Plan (LDP), the Council has taken full account of the implications of transportation and movement in relation to proposed land use zonings, locations for development, linkages and settlement limits.
- 1.7 The Council will continue to work with and encourage DfI and other relevant statutory partners to bring forward major upgrades and improvements to our current transportation infrastructure and public transport service provision with the intent of delivering the modal shift required and an integrated transport network that meets the needs of all in the District, in accordance with the SPG and wider NW Region.

2.0 Legislative and Policy Context

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:
- The Department;
 - The Department of Regional Development (now DfI);
 - 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 2002-2015.
- 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 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 2018 – 24**
<http://www.donegalcoco.ie/media/donegalcountyc/planning/pdfs/viewdevelopmentplans/countydonegaldevelopmentplan2018-2024/partaandb/Part%20A%20The%20Strategic%20Plan%20and%20Part%20B%20Objectives%20and%20Policies.pdf>
 The Co Donegal Plan 2018-24 has the following stated aim in relation to transport: *To achieve quality strategic International, National and Regional links to sea, air and rail from Donegal to enable positive growth within the North West City Region as set out in the Core strategy. The North West City Region is the fourth largest in the country and quality connectivity throughout Ireland and beyond is essential to support the strategic spatial development of County Donegal to drive forward economic, environmental and social regeneration and prosperity.* The 'Ireland 2040 Our Plan: National Planning Framework (Feb., 2017) paper recognises that strategic transport planning can help regions achieve their potential by identifying transport networks required to serve social and economic development.
- 2.33 Donegal County Council recognises the current transport strategy for Ireland as set out in Smarter Travel – A Sustainable Transport Future, 2009-2020 comprising ambitious targets for modal shift (moving to modes of travel alternative to road based transit, particularly the private motorcar), a reduction in transport emissions, and easing of congestion. It is recognised that there are opportunities through the development of rural cycleways and greenways to provide sustainable linkages. Similar to Derry and Strabane District, Donegal is largely dependent on its strategic roads network, and it will continue to be the case for the foreseeable future that both roads based and sustainable linkages will need to be provided. The County Development Plan recognises that connectivity between the Border Region and Northern Ireland is critical to the success of the North-West Strategic Growth Partnership agenda, notwithstanding concerns around the potential negative impacts that may arise from the 'Brexit' arrangements.
- 2.34 Key objectives and policies included with the plan are:
- 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 Strategic Growth Plan - Our Community Plan (SGP-CP)

- 2.35 The 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 has had to take account of the Community Plan in its preparation. The LDP PS is considered the spatial reflection of the SGP-CP and the two will work in tandem towards the same vision for the District and set the long term social, economic and environmental objectives for it.

DC&SDC Green Infrastructure Plan (2019 - 32)

- 2.36 The Green Infrastructure Plan (GIP) reviews the existing green infrastructure to investigate gaps in provision and explore opportunities for enhanced connectivity within the District and adjacent Councils.

- 2.37 **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.

Masterplans

- 2.38 **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).

2.39 **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.

2.40 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.

2.41 **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

2.42 Space Syntax also identified the '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.

2.43 **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.

2.44 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.

2.45 **Access Plan Derry~Londonderry 2009-2014:** The Plan aimed 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 recognized the high environmental quality of our District as an important factor in attracting investors and visitors through increased access opportunities.

2.46 **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.

3.0 Background and Statistical Data on Transport & Movement

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).

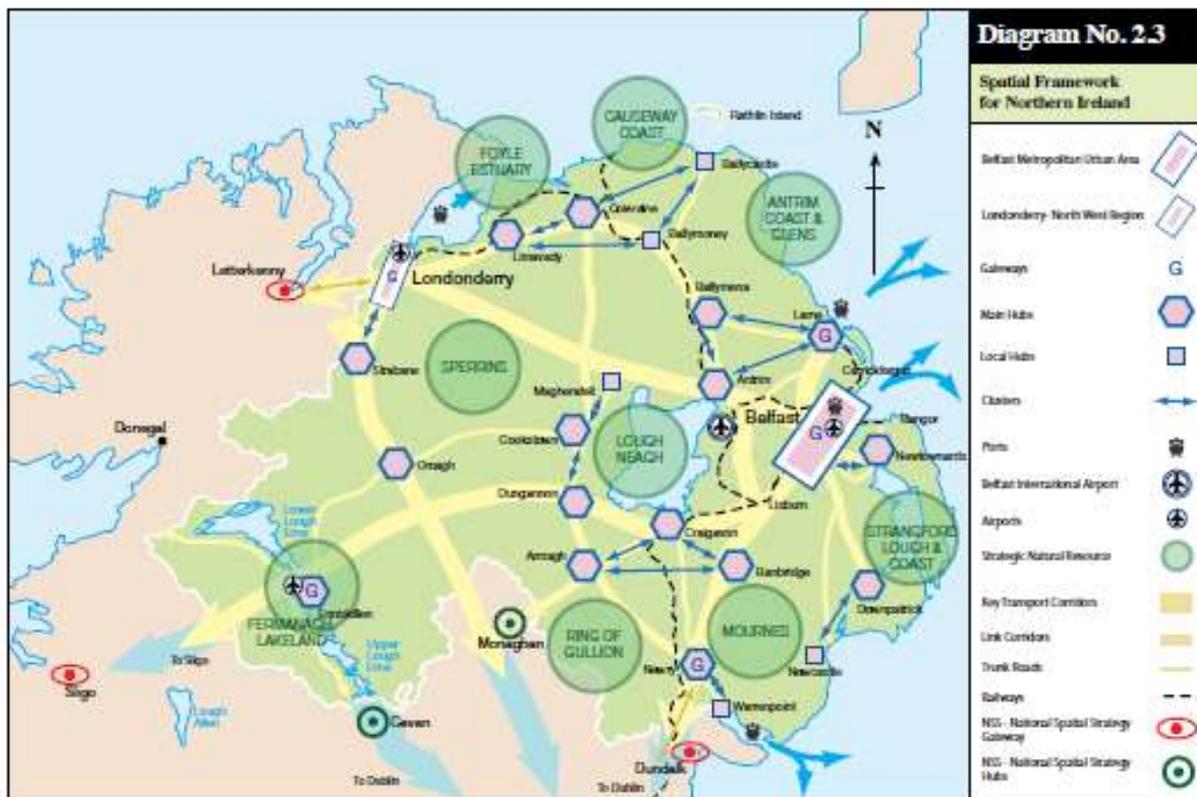


Figure 1: Regional Development Strategy 2035

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 Castledearg, 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).

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. 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 Translink / Foyle Metro. There is a bus depot in Foyle Street, Derry and a new bus station at Bradley Way in Strabane. Translink 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 The Translink 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 2017, 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 Translink and a series of private operators, unfortunately, these services are not particularly suitable of persons travelling to work.
- 3.28 Within Derry City and Strabane Town, Translink / Foyle Metro run 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. Prior to 2017 these services were provided by both Translink and Bus Eireann. In May 2017 Bus Eireann cease to provide this service. 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.

Rail

- 3.33 A £30m infrastructure renewal programme was undertaken on the rail link between Derry and Coleraine between August 2012 and March 2017. This completed both Phase 1 & 2, securing the rail line for the next 30 years, ensuring safety standards and reducing maintenance in the future. The Council will be determined in its aspirations to ensure that Phase 3 (passing loop and remaining bridge works) are also delivered The work was funded by European sources and the Department of Regional Development. The multi-modal Transport Hub, (opened 2019) will be integral to providing for the rail and other travel needs of tourists and cross-border link-up..
- 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

Key Future Transportation Proposals/Initiatives

Highways

- 3.59 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

- 3.60 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/>
- 3.61 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.
- 3.62 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. A Public Inquiry into the A5 scheme has been announced for 2020. Subject to

the proposal not facing any further legal challenges and all North / South funding being delivered, the A5 when commenced should be completed in 2028.

- 3.63 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

- 3.64 The proposed road improvements currently under construction will upgrade approximately 30 kilometres of the A6 between Derry and Dungiven to dual carriageway and include a dual carriageway bypass of Dungiven. It will 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>
- 3.65 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.
- 3.66 The RDS 2035 identifies economic corridors based on the Regional Strategic Transport Network, which has a fundamental role to play in regional growth. They 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.
- 3.67 Colliers International were commissioned (2014) 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.

- 3.68 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 2016. The four-mile route loops round Magherafelt, carrying traffic from the west towards the main roads for Derry and Belfast.

Cross-Border Road Improvements

- 3.69 There are 6 Roads Schemes proposed in the border area, of which 5 are currently suspended.
- 3.70 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.
- 3.71 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

- 3.72 It should be noted that the following schemes are not current proposals or commitments. They will, however, be considered as part of the NWTP as key Council aspirations for the District.
- 3.73 In 2010, the then 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.
- 3.74 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 Bunrana Road.
- 3.75 The recommendations set out in the reports provided 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.

3.76 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 build-ability and the benefits arising.

3.77 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

3.78 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.

3.79 A new dual carriageway was to be provided between Drumahoe and Stradreagh as part of the proposed A6 dualling between Derry and Dungiven. It has not featured in the contract for the A6 dualling currently under construction. The link would 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 would, 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.

3.80 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

3.81 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. The pedestrian and cycle 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. Any closure of either of these bridges (weather or road traffic accidents) 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.

- 3.82 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)

- 3.83 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.

Phase 4 – Links to NRA Strategic Road Network

- 3.84 Phase 4 would require close cooperation with the National Roads Authority as it involves the development and implementation of a new strategic route, the majority of which is likely to be in the Republic of Ireland, to maximise the returns on the significant investment associated with providing a new crossing of the River Foyle. Phase 4 involves the provision of a new strategic road link to the new crossing of the River Foyle to the N13 and the NRA principal road network in Donegal. The study would consider a new road link in the valley that extends from Newtowncunningham and Newbuildings between Holywell Hill and Dooish Mountain, generally along the route of the R237/B193. The assessment of need and the engineering, environmental and economic impacts need to be assessed.
- 3.85 The RSTN Transport Plan 2015 proposes that the following major highway schemes should be added to the 10 year Forward Planning Schedule. Commencement will be subject to detailed appraisal, clearing the statutory procedures, having a satisfactory economic appraisal and the availability of finance at the time.
- A2 Buncrana Road – widening (Pennyburn – Skeoge Link);

- A2 Buncrana Road – widening (Skeoge Link – border);
- A5/N14 Strabane-Lifford Link;

A2 Buncrana Road-widening

- 3.86 The Buncrana Road is a busy two lane arterial road, connecting the city to County Donegal in the Republic of Ireland (RoI). The 3km urban section from Pennyburn roundabout to Skeoge roundabout carries up to 21,300 vehicles per weekday (2017 TransportNI survey) with congestion at peak periods and even at other times throughout the day. The 1.4km rural section from Skeoge roundabout to the Border with the Republic of Ireland carries up to 19,600 vehicles per weekday (2017 survey).
- 3.87 The proposed scheme will provide a four lane road between Pennyburn roundabout and Skeoge roundabout, a dual carriageway between Skeoge roundabout and Elagh Business Park and a four lane road between Elagh Business Park and the Border with the RoI.
- 3.89 The proposed road improvement will deliver a greatly improved level of service on this important arterial route serving the western suburbs of the City and cross border to County Donegal. It will deliver improved road safety for strategic and local road users and will facilitate further expansion of local housing and industry.
- Urban Section: Pennyburn roundabout to Skeoge roundabout: 3 kilometres of 4 lane single carriageway online improvement, providing 2 lanes for traffic in each direction.
 - Rural Section: Skeoge roundabout to Elagh Business Park: 1 kilometres of dual carriageway online improvement, providing 2 lanes for traffic in each direction.
 - Rural Section: Elagh Business Park to Border with RoI: 0.4 kilometres of 4 lane single carriageway online improvement, providing 2 lanes for traffic in each direction.
- 3.90 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. The 4th public consultation on the scheme was held by DfI in June 2019.

Walking and Cycling

- 3.91 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 Clooney Greenway
 - The Gransha to Strathfoyle Greenway
 - Derry to Muff
 - Derry to Buncrana
 - Strabane to Lifford
- 3.92 The Clooney Greenway links 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 7 Maps 1 & 2).

- 3.93 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.
- 3.94 In correspondence with Council, DfI 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.
- 3.95 A feasibility study, funded by Council and the Public Health Agency, for a Bikes scheme, similar to that which operates in Belfast, has been carried out. It is anticipated that Council will seek funding for a bike share in Derry City.

Public Transport

- 3.96 Translink rebranded the Derry bus service to “Foyle Metro” in September 2017. The exercise included the development of new routes and the extension / increased frequency of existing routes, (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 on the 212 Maiden City Flyer route.
- 3.97 Translink have stated they remain committed to the Derry~Londonderry rail line and want to see it fully relayed and modernised. Work has recently completed on the provision of a passing loop and new signalling.
- 3.98 Following the Ministerial announcement in 2016 that work would begin at the old Waterside railway station site in about 18 months, the £26m Multi Modal Transport Hub

opened in 2019. The new centre will encourage commuters to shift from car to public transport and enhance the local economy

- 3.99 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 (CODA)

- 3.100 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.

- 3.101 Concerns were raised regarding the future of the airport in light of the announcement of the reduction of Ryanair's routes from Derry. However other operators BMI and Logan Air have recently taken up several of these slots or opened up new ones.

- 3.102 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 move follows concerns about the airport's viability after Ryanair dropped some services.

- 3.103 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).

- 3.104 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

- 3.105 During the year 2017/18 turnover increased 6% to £9.1 million; this represented a new record turnover for Foyle Port and the sixth consecutive year of growth. Foyle Port achieved operating profits in 2017/18 of £1.8 million. For the year 2017/18 this included capital investment in Port assets and infrastructure totalling £1.5 million, an expansion in the harbour estate by the addition of 23 acres, an expansion in the capacity of the marine fleet and a significant increase in the employee numbers. In 2017/18 the average number of employees increased by 9% to 100 employees. Direct employment by Foyle Port has increased by 75% in the last 5 years. As an agri-port, Foyle Port facilitates agricultural commodities such as animal feed and fertiliser for an approximate 20,000 farms in the North West Region. During 2017/18 animal feed imports achieved record levels, increasing by 16%.

3.106 Foyle Port marine services division undertook significant marine contracts including the facilitation of the construction of a 4km pipeline in Lough Foyle and marine contracts in Drogheda Port and the Isle of Skye. In addition, the expansion of their marine fleet to three harbour tugs enabled the Port to provide emergency towage required off the west coast of Ireland and Scotland.

4.0 Preferred Options Paper Stage

4.1 The Preferred Options Paper identified 2 options for Transportation and Movement. The preferred option was Option 1.

	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

4.2 **Option 1** planned for the LDP to maximise the opportunities for sustainable development arising from the A5 / A6 / A2 upgrades and other orbital / cross border links and promote Active Travel opportunities. This will take full advantage, yet in a sustainable manner, of the massive investment of Government / EU in the roads and green infrastructure to underpin the ambitious growth of our District and wider North West Region. Accordingly, the LDP would integrate its land use proposals with the upgraded roads and rail network, as well as port and airport, and the green infrastructure, with Active Travel, involving accessible land-use zonings, pedestrian lanes, cycling, buses, trains, park-and- share / park-and-ride sites.

4.3 **Option 2** planned to largely maintain / accept current transport links and plan for a commensurate level of sustainable growth. This option, recognising that much of the major transport plans are beyond the control / budget of the Council, broadly accepts the current network and its restricted capacity. This would inevitably act as a development constraint on the Council / LDP's Growth Strategy within a few years.

Responses to POP

4.4 30 POP representations were received in relation to Transport & Movement - from Government Departments, including HED, DfI, NIHE, Councillors, members of the public and interested parties such as Translink and InvestNI.

4.5 The main points in the representations were:

- **DfI (Roads):** Stress that proposals for strategic economic development sites close to the new A5/ A6 or any protected corridor should be very carefully considered. DfI reiterates the need for LDP & Local transport plan to be integrated and influence each other. They consider if Derry is to grow, it must be able to accommodate greater numbers of people who must be able to move around the City. There needs to be a greater focus on identifying locations that are accessible by walking, cycling and public transport and ensuring that development in these locations are a suitably high density.

- **Translink.** Further consideration is required on the settlement hierarchy in relation to the compatibility of the selected local towns and villages with the level of service provided by Translink which is determined by the extent service agreement between DfI and NI Transport Holdings Company (NI TH Co). Complimentary measures such as strategic park and ride facilities now need to be future proofed in the LDP. Cognisance should be taken of the existing service agreement between DFI and NI TH Co for the provision of public transport services and the ability of community transport in deciding on whether rural sites chosen for development are accessible and sustainable given the threats to budgets.
- **Mid Ulster Council.** Vital that both Councils should work together, also supportive of active travel and improving settlement connectivity.
- **DAERA.** Designs associated with A5/ A6/ A2 upgrades should include green infrastructure. Green infrastructure is encouraged however it requires a strong policy wording and should be separate from transport.
- **Councillor.** The Duelling of the N14 (Strabane – Letterkenny) needs to be explicitly referenced. It is unclear from the wording whether the commitment to active travel is solely for main urban settlements or across the District.

- 4.6 The POP acknowledged that the RDS and SPPS requires the LDP to promote a modal shift towards more sustainable forms of transport. However, it also recognised that the primary form of transport will remain the private car for most people, especially for rural dwellers, 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.
- 4.7 The POP also recognised the future importance of the 6 Roads Schemes proposed in the RoI border area, of which 5 are currently ‘suspended’. The N14/N15 to A5 (Western Transport Corridor) Link is currently progressing with a Reserved Corridor recently being advertised. It also referenced the strong aspiration within Derry for a new River Foyle crossing. Other long-term major roads proposal aspiration were indicated: including a link road from the A5 to A6, the A6 link to the A2 and opportunities to complete an orbital route around the city, thus reducing the need for major traffic movements through the heart of the city. The POP recognised the connectivity benefits for both Derry and Strabane, from new bridges and pedestrian / cycle networks. They were considered an important element of place-making and accessibility and movement within these central areas, for residents, workers and tourists.

5.0 Key Considerations

- 5.1 The main transport challenges for the City and District are considered to be as follows:
- There is recognition that a modern, fit-for-purpose multi-modal transport network is essential for the economy of the City & District, as well as for people’s quality-of-life and our environmental well-being;
 - The over-arching aspiration / objective of moving towards a modal shift from single occupancy private car to walking, cycling and public transport or more sustainable car sharing practices;
 - The identification of active travel routes / networks generally (for a range of infrastructure improvements to increase the use of more sustainable modes. In particular, within urban areas, providing enhanced priority to pedestrians, cyclists and public transport (better train / bus services) and a restricted strategic level of car parking to assist as a tool to reduce the number of cars in our urban areas.);
 - An integrated land use planning system which seeks to reduce the amount of additional and often unnecessary vehicular journeys.
- 5.2 The main challenge during the timeframe of the LDP will be to deliver in combination with DfI and other relevant agencies, the following: It is therefore essential that all within the District and those directly involved in the delivery of the necessary transport infrastructure recognise the Council’s over-arching aspiration / objective of moving towards a modal shift, and recognising that a modern fit for purpose transportation system is essential for the economy of the City and District, as well as for people’s quality-of-life and our environmental well-being.
- 5.3 It is stressed that the LDP can only deliver those transport and movement related policies and designations over the life of the LDP period that are within its Planning remit. By itself, the LDP cannot effect a meaningful modal shift. It will also require significant long term input in terms of finance, infrastructure and services from the relevant arms of DfI and other relevant government Departments to ensure that the aspired transport and movement vision for the District is fully realised.
- 5.4 The successful integration of transport and land use is fundamental to the Council’s objective of furthering sustainable development. Key economic, social and environmental objectives within the POP reflect the importance of a well-connected District, utilising efficient public transport and which facilitates our wider development and growth. Climate change and health and social equality issues confront us with confronts us with the challenge of shifting from an over-dependence on the private car to public transport, walking and cycling.
- 5.5 Both Derry and Strabane sit on Key Transport Corridors, 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 Bunrana Road (A2) and the Letterkenny Road (A40), while Strabane is linked to Donegal at Lifford Bridge (A38). The A2, A5 and A6 are all designated by DfI as Protected Routes. The District’s regional road network is primarily of single carriageway standard and, with a mix of heavy goods vehicles and peak time commuter flows is prone to unreliable journey times and slow speeds at peak times. Significant

road upgrades are currently ongoing or proposed during the LDP period. These include the new A6 dualling between Derry and Dungiven dual carriageway (under onstruction) and the proposed dualling of the A5 carriageway (between Derry and Aughnacloy, via Omagh and Strabane, which would link in with Dublin-bound traffic via the N2 and the proposed N14 link between Strabane and Letterkenny). The upgrade of the A2 at Buncrana Road in Derry is also a major transport infrastructure proposal which will improve the connectivity of Derry City – to Letterkenny / Inishowen.

- 5.6 Through the NWTP, the LDP will seek to investigate the potential for orbital roads / links around Derry i.e. A5 to A6, A6 to A2, A2 Buncrana Road upgrade and A5 to A2 including a 3rd road bridge over the Foyle near Newbuildings. During the LDP period, the NWTP will examine the need including current and future infrastructure capacity) for these proposals and evidence, using modelling, the realistic financial requirement for them and the potential improvements they will bring to the City, e.g. channelling heavy vehicles and through traffic away from the central area.
- 5.7 Working with DfI and Translink, the Council will seek for the development of a District public transport system that delivers effective infrastructure which supports a modal shift, for example dedicated bus lanes and a flagship ‘Derry Glider’ style bus route operating frequently along a cross-city route would offer timing certainty and the incentive for those commuters looking to make the move from car to bus. It could also reduce traffic levels on the central riverside route.
- 5.8 The LDP will facilitate the location and density of future development along such profiled bus routes to ensure that the maximum number of people are located adjacent to such high frequency and well-connected routes. The multi-modal Transport Hub, will be integral to providing for the rail and other travel needs of tourists and cross-border link-up. In relation to the Derry- Belfast line, rail upgrades have been completed to Phase 2. The Council will be determined in its aspirations to ensure that Phase 3 (passing loop and remaining bridge works) are also delivered.
- 5.9 The LDP will identify active travel routes / networks generally (for a range of infrastructure improvements to increase the use of more-sustainable modes). In particular, within urban areas, providing enhanced priority to pedestrians, segregated cycling networks and public transport (better train / bus services) and a restricted level of car parking to assist in reducing the number of cars in our urban areas. Physically segregated (where possible) cycling paths and initiatives like ‘Derry-Bike’ hire for the City and possibly also Strabane will be important elements in encouraging modal shift.
- 5.10 The Council will continue to safeguard lands for the development of the proposed Greenway Strategy both within the District and those planned cross-border link-ups. As part of active travel proposals, the LDP, informed by the NWTP, will indicate strategic locations for Park and Ride / Park and Share facilities at our main strategic bus and rail stops (possibly including a new ‘Derry-North Parkway’ stop, at CODA), and at all the main entrances / exits to Derry city (A5 Newbuildings, A6 Drumahoe, A2 Gransha-Campsie, A2 Buncrana Road, Muff / Culmore and Letterkenny Road), as well as at Strabane town and at other locations such as Claudy and Dungiven / Magherafelt (A6),

Victoria Bridge / Omagh / Newtownstewart (A5), Limavady/Coleraine (A2) and Letterkenny (N13).

- 5.11 These latter proposals will be important in providing realistic alternatives to private car usage to bring people to the City / District yet limiting the number of cars to be accommodated on roads and to be parked. The LDP will need to consider the requirement of placing a cap in terms of associated car parking to be provided for development in central areas, and in particular for proposed development on out of centre locations.

6.0 Draft Plan Strategy Stage

6.1 **Post POP Consultations:** Following the Preferred Options Paper (POP), letters were sent to relevant consultees in March 2018 asking for their views relating to Transport & Movement. These are summarised below:

6.2 **DfI – Roads Western Division.** Their response stressed the following:

- Affording protection to the A2, A5, & A6 to ensure their function of providing safe and efficient movement of traffic is maintained and road safety is not compromised;
- Careful consideration of car parking which needs to be underpinned by the Council’s Car Parking Strategy and policy guidance;
- Consideration of Residents Parking Schemes;
- That DfI will not be seeking to improve journey times within settlements. DfI’s focus in terms of improving roads will be on key routes as indicated in the 2015 Regional Strategic Transport Network. (RSTN);
- The A5 –A6 link and the orbital route around the city are not part of any planned or committed construction programme; &
- They considered it not necessary for the Council’s Parking Strategy to identify car parking zones for Strabane Town Centre. However they added the Strategy findings may indicate otherwise.

6.3 Stakeholder events in 2017 stressed the importance of not compromising the overall effectiveness or aims of PPS 3. DfI stressed that “integration” is the key message coming out of TNI in terms of future transport enhancement and any new zonings in the LDP.

6.4 Senior Planning colleagues in the Development Management section recognised that the LDP needs to contribute, along with significant infrastructural development from DfI, to a modal shift away from private car use and towards alternative forms of more sustainable travel. The Senior Planning Team recognised that Planning will need to deliver complementary policy that will facilitate key infrastructural developments in sustainable locations in tandem with improved public transport and upgraded key transport corridors. It was considered that higher density housing along such routes and use of accessibility analysis to facilitate sustainable urban capacity development will assist.

6.5 As part of the LDP PS preparation, Members discussed the Transport & movement Chapter. Members were mostly content with the draft Chapter and asked that the following be amended;

- Future Chapter text is to stress and maintain the Council’s aspirations for all aspects of transport & movement with DfI – e.g. NW strategic connectivity; Multi-Modal Transport Hub and enhanced rail services; new orbital routes; new

bridges, enhanced public transport / flagship services; air and port development and Place-Making benefits from resulting modal shift. Ensure all are at least included in future feasibility studies and iterations of the NWTs.

- Insert reference to reinforce desire to see the replanting with suitable native species of those sections of hedging removed for visibility splays. The role of enforcement to ensure such conditioned removal / replanting was actually carried out was also stressed ;

6.6 The LDP Transport Strategy is has been iteratively informed by Local Transport Study (LTS) undertaken as part of North West Transport Plan (NWTP). It has been undertaken by DfI in conjunction with the Council. The purpose of the LTS was to set out an objective, evidence-based assessment of current and future transport issues in the context of the Council’s growth ambitions during the LDP period to 2032. A copy of the LTS is included in this Evidence Base Appendix.

6.7 The study follows the same seven objectives which have been developed to support the achievement of the objectives set out in the draft Programme for Government, current Government policies and with the direction of the Derry City and Strabane District Inclusive Growth Plan (Our Community Plan), the Preferred Options Paper and the emerging LDP draft Plan Strategy. The seven transport objectives are as follows:

LTS Transport Objectives based on Draft Programme for Government

- **Improve external linkages:** Enhance accessibility by road and public transport to the City of Derry from Letterkenny, Belfast, Dublin, Strabane and other gateways / hubs;
- **Improving public transport accessibility:** Ensure financially viable and sustainable public transport accessibility to essential services including health and education for people living in the Derry City and Strabane District
- **Improving active travel accessibility:** Ensure there are attractive and safe active travel networks (walking and cycling) linking all residential, retail, leisure, culture, office and commercial uses within the urban areas of the Derry City & Strabane District.
- **Providing high quality public realm:** Deliver high quality public realm in Derry city centre (especially the central riverfront area) and Strabane town centre with reduced vehicle dominance and increased permeability / walkability,
- **Improving town centre accessibility:** Enhance transport accessibility and manage traffic congestion in Derry City and Strabane town to strengthen Derry’s role as the principal city of the cross border North West City Region.
- **Improving public safety including air quality:** Enhance safety for all modes of travel, reduce the number and severity of casualties and improve air quality.
- **Promoting sustainability and resilience:** Protect and enhance the built and natural environment by ensuring our transport systems operate sustainably and can integrate climate change adaptation requirements.

6.8 The LTS presents a range of measures for public transport, roads, walking, cycling and strategic parking for the period up to 2032. At this point, in line with the LDP Plan Strategy stage, the location of the transport measures are not described in detail and are referenced in terms of strategic locations. The detail and specific schemes will be added at the later LDP Local Policies Plan stage, when land use zonings are identified. The thirteen transport measures are as follows:

- Improved inter-urban roads on Key Transport Corridors (KTC): The A2 and A5 (proposed) schemes and the A6 road scheme (currently under construction) will reduce journey times and improve journey time reliability for all users including public transport and freight in the wider North West region including Donegal;
- Improved 'limited-stop' bus services to key hubs: These services will build upon the existing Goldline route network to be listed in the Regional Strategic Transport Network Transport Plan (RSTNTP) currently under preparation;
- Rail service improvements to and from Coleraine, Belfast and Dublin: with the improved offer at the Integrated Transport Hub, focus will be given to providing attractive service timings to facilitate commuters to Derry and Belfast and through connections to and from Dublin. During the LDP period, a feasibility study will be undertaken for the extension of the rail network to Strabane / Omagh, etc. and to Letterkenny / Donegal, etc;
- Park & Ride and Park & Share at strategic locations: As an integral part of Derry's city centre parking strategy, Park & Ride sites, served by frequent buses to the city centre, will be needed on strategic roads at the edge of the urban area of Derry. In addition, parking will be required at Strabane and at key locations, adjacent to regional bus services, in the wider region;
- Integration of passenger transport services including innovative transport models such as 'ride-share': to be considered in the context of NI-wide policy issues for DfI and other transport providers;
- Improvements to Foyle Metro with flagship (Derry Glider) high quality cross-city route: A core cross city route serving key residential and commercial developments across the city running at high frequency between Park & Ride termini could justify extensive priority over general traffic;
- New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developer: new development may require the developer to fund new urban road links as well as walking, cycling and public transport infrastructure
- Derry and Strabane Parking Strategies including integrated management of long and short-stay spaces and Park and Stride sites: The strategies should reduce extraneous traffic which currently dominates the town centres and improve the turnover of parking spaces to re-balance the modal choice towards the use of walking, cycling to public transport;
- Provision of improved walking facilities in urban areas: The provision of improved walking facilities in the urban areas of Derry and Strabane, including links to Park and Stride sites, are recommended as a core measure of the Transport Plan;

- Provision of a network of attractive radial cycling routes in Derry and Strabane with greenways between towns: As far as practical, the completed cycle networks should serve all residential areas;
- Traffic management schemes in urban areas to re-balance modal hierarchy with priority given to pedestrians, cyclists and public transport in Derry and Strabane centres: Consideration will be given as to how road-space is designated and used by a range of modes (pedestrian, cyclist, bus, goods service vehicle and general traffic) in the urban areas of Derry and Strabane;
- Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise operational performance and safety at all times;
- Ensure that user behaviour regarding safe use of the transport network is monitored and addressed: Road safety depends heavily on drivers, pedestrians and cyclists understanding how they should use the infrastructure and the risks of inattention and excessive speed etc.

6.9 The Council acknowledges that the focus of many of these transport measures relate strategically to Derry City and Strabane Town where there is the greatest opportunity to deliver modal shift encouraging measures as a result of the successful integration between transportation and land use. Such a direction is consistent with the aims of the SPPS and the RDS.

6.10 Outside of Derry and Strabane, the Council will seek increased frequency / provision of rural public transport routes; enhanced broadband to facilitate improved home working opportunities therefore reducing dependency on a need to travel to an office. The Council will also facilitate enhanced rural business opportunities as provided by the LDP PS to enable those seeking to set up an appropriately scaled business in the countryside as per Policy ED 5.

6.11 In line with the LTS, the LDP will also promote and seek to enable, through development delivered infrastructure, more sustainable forms of transport such as walking, cycling and public transport. Regard has been had to the Council's Green Infrastructure Plan which seeks to provide a planned, high quality, and more importantly, well-connected green and blue infrastructure network across our District. This will improve the lives of local people by providing important recreational space and health & wellbeing benefits.

6.12 Accordingly, the Council's LDP Strategy in accordance with the LTS was developed to:

- promote sustainable forms of development, in both an urban and rural setting, which reduces the need for motorised transport, encourages active travel, and facilitate travel by public transport in preference to the private car;
- accommodate development which will facilitate the use of new technologies such as electric vehicles, hydrogen vehicles, delivery drones, home-working and other means of sustainable traffic reduction;
- promote a sustainable transport hierarchy, which encourages active

- travel, and travel by public transport in preference to the private car;
- promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion in Derry and Strabane;
- promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

6.13 The LTS is also supported and informed by the Council’s Car-Parking Study. A copy of the Car Parking Study is included in this Evidence Base Appendix. This Parking Study examined current and future parking provision in Derry City and Strabane Town and considers the need for LDP relevant policies and zones to constrain parking as a tool to discourage private car use. This will also allow for the consideration of inner urban re-modelling of main transport arteries in Derry.

6.14 The LDP will need to consider the requirement of placing a cap in terms of associated car parking to be provided for development in central areas, and in particular for proposed development on out of centre locations. The Parking Study indicated the current car parking regime is perceived to be inexpensive and therefore not a deterrent to all-day parking. Any changes in the parking charges are likely to displace commuter parking. Informed by the findings of the Council’s 2019 Car Parking Study, it will be the future strategic intent of the Council over the lifetime of the LDP, in relation to car-parking to:

- discourage long term commuter parking in both Derry City and Strabane Town centres while ensuring adequate but not excessive parking provision for short term shopping; leisure and business use;
- provide suitably priced edge of centre Park and Stride sites for long - stay provision;
- adopt a parking pricing mechanism to ensure that parking is not priced so as to undermine the attraction of public transport;
- restrict car parking for future developments in the city / town centre as well as those at out of centre locations;
- create additional Park and Ride locations around the edge of the city and other strategic locations across the District to link in with

6.15 Whilst it will be the strategic intent of the Council, over the life of the LDP, to reduce Derry City and Strabane Town centre public parking and expand long stay capacity within edge of centre and peripheral Park & Ride / Park & Stride sites, any reduction in Derry City and Strabane Town centre parking will be done in a phased manner and not take place until alternatives (e.g. enhanced public transport provision / flagship ‘Derry Glider’ route) are in place. Specific proposals in relation to the above will be identified at the LPP stage.

6.16 Although outside of the LDP remit, the Council’s car parking strategy will consider the potential displacement of parking into local residential areas as a result of any changes in parking charges. The Council in conjunction with DfI can address this through the introduction of Residents Parking Schemes.

- 6.17 To achieve better integration between transport and land use, the LDP PS has been informed by the NWTP, Car Parking Study and Accessibility Analysis maps developed by DfI. Due regard has also been had to the Regional Development Strategy (RDS), the DRD (2011) document: Ensuring a Sustainable Transport Future: A new Approach to Regional Transportation and the SPPS regional strategic transport objectives.
- 6.18 All relevant policy and guidance has been considered in the development of the Transport and Movement section for the LDP PS. This section acknowledges the importance of transport and movement both as an economic enabler and an environmental consideration.
- 6.19 Effecting a modal shift is a key part of our District’s future sustainable development and climate change adaptation. greenhouse gas emissions (27%), of which road transport accounts for over 90%. Action to drive down emissions from road transport will be a win-win for the District: improving our environment and quality of life, driving cleaning economic growth and creating high value jobs.
- 6.20 It is therefore essential that all within the District and those directly involved in the delivery of the necessary transport infrastructure recognise the Council’s over-arching aspiration / objective of moving towards a modal shift, and recognising that a modern fit for purpose transportation system is essential for the economy of the City and District, as well as for people’s quality-of-life and our environmental well-being. It is stressed that the LDP can only deliver those transport and movement related policies and designations over the life of the LDP period that are within its Planning remit. By itself, the LDP cannot effect a meaningful modal shift. It will also require significant long term input in terms of finance, infrastructure and services from the relevant arms of DfI to ensure that the aspired transport and movement vision for the District is fully realised.
- 6.21 The LDP policy development has been very aware of the technical nature of the existing regional transport policy provided under PPS 3 Access, Movement and Parking, PPS13 Transportation and Land Use and DCAN 15 – Vehicular Access Standards. Consultees have stressed the need to retain these policies and guidance due to their technical nature which impacts on transport related health and safety.
- 6.22 The existing policies have well thoroughly tested and examined at PAC Appeals and have been demonstrated to be robust and fit for purpose. They enable consistent decision making as part of the Planning process and it is there not considered necessary to replace or significantly amend the current policies. Therefore the proposed policies in essence replicate the PPS AMP 1 – 11 policies and their policy thrust. DfI supplied (Feb 2019) the Council with a document ‘Guidance on the preparation of LDP policies for transport’. This document was reviewed and the necessary amendments were made to the AMP 1- 11 policies as contained in PPS 3.
- 6.23 The following proposals are brought forward to deliver the Transport & Movement strategy:

TAM 1 Creating an Accessible Environment

- 6.24 The Council aims to promote inclusive and sustainable transport methods throughout the district. Policy TAM 1 will provide sustainable transport methods for those with disabilities, enable them to have increased connectivity throughout the district, and enable transport options to employment or education opportunities.
- 6.25 The Council is committed to improving opportunities for the mobility of those who are socially excluded and in greatest need. The changing state of our built environment - whether by new development, redevelopment or the upgrading and refurbishment of existing buildings - provides an opportunity to secure a more accessible environment for everyone. In assessing development proposals the Council will therefore seek to facilitate improved accessibility for all people, and in particular will require that the specific needs of people with disabilities and others whose mobility is impaired be addressed.

TAM 2 Access to Public Roads

- 6.26 Policy TAM 2 aims to promote new developments and access ways to enable development but also to protect existing road infrastructure and access routes. New developments should not compromise existing accesses and traffic management plans. In assessing development proposals the Council will therefore seek to ensure that access arrangements for development proposals are safe and will not unduly interfere with the movement of traffic. In addition the Council considers it essential to restrict access to Protected Routes in order to facilitate the efficient and safe movement of traffic over long distances (see Policy TAM 3 Access to Protected Routes). Brief extra wording has been put into TAM 2 J&A to reference visibility splay and importance of replanting for landscape / biodiversity.

TAM 3 Access to Protected Routes

- 6.27 The Council will restrict access onto the main roads that facilitate the efficient movement of traffic across our District and over long distances in Northern Ireland. These roads contribute significantly to economic prosperity by providing efficient links between all the main towns, airports and seaports, and with the Republic of Ireland. Similar to Policy TAM 2 the council aims to protect existing roads infrastructure and not adversely affect the flow of traffic and existing traffic plans.

TAM 4 Protection for New Transport Schemes

- 6.28 In line with policy TAM the council will promote and enable development of existing identified key transport strategies and corridors so as not to adversely affect their implementation potential.

TAM 5 Disused Transport Routes

- 6.29 Policy TAM 5 expands on policy TAM 4 protecting the reuse of an existing transport route so as not to prejudice the development potential of the established route.

The LDP will identify those disused transport routes, together with any associated facilities, at the LPP stage where proposals exist for their re-use and disused routes of District importance which offer potential in the longer term for future transport use.

TAM 6 Transport Assessment

- 6.30 Policy Tam 6 allows the opportunity to consider proposals in terms of their impact on existing transport movements and infrastructure within the context of wider government policy aimed at achieving more sustainable travel patterns through a change in transport behaviour. This can best be achieved through the process of Transport Assessment (TA)

TAM 6 will allow for a more in depth consideration on the impacts of developments and therefore will aim to enable the developments full potential.

TAM 7 Walking & Cycle Provision

- 6.31 TAM 7 will promote the use of sustainable transport methods for pedestrians and cyclists. It will promote active travel methods and if possible promote the councils green infrastructure plan. It will also contribute to Council's target for a reduction in carbon emissions and promote a positive impact on health and wellbeing.

Walking and cycling are popular modes of travel for an increasing number of people. Like walking it is healthy, pollution free and makes relatively small demands on land. Insert Within Northern Ireland 45% of all journeys presently made are less than two miles in length and cycling has the potential to replace the car for a great variety of these short journeys and to form part of a longer journey when linked to onward travel by public transport. To help promote cycle use the amount of good quality cycle parking needs to be increased. It is important therefore that secure cycle parking is provided as an integral part of development providing jobs, shopping, leisure and services. It should also be available in town and district centres, at educational institutions and public transport interchanges, including Park and Ride and Park and Share sites. Proposals will be assessed against the Council's published / adopted parking standards.

TAM 8 Provision of Public and Private Car Parks

- 6.32 Car parking is considered to be a key transport policy lever and can, when appropriately managed, act as a stimulant to economic development whilst having environmental and safety benefits in locations such as our city and town centres. In line with the SPPS, the Council will require to be satisfied that there is a need for the development by reference to the North West Transport Study and the Council's Parking Strategy overall parking strategy following a robust analysis by the applicant. Other relevant Planning considerations when determining such proposals will include traffic and environmental impacts and the proposal compatibility with adjoining land uses. The inclusion of park and rides will reduce the number of private cars on the road and therefore will reduce carbon emissions and the number of cars on the road which will cut down traffic and travel times.

TAM 9 Car Parking and Servicing

- 6.33 The availability of car parking is a major influence on the means of transport people choose for their journeys, even for those locations well served by public transport. This combined with increasing car ownership levels is contributing to a growth in traffic congestion in the centres of Derry and Strabane. To tackle growing congestion problems and help reduce reliance on the private car the Council considers that in certain instances it will no longer be appropriate or desirable for developers to fully meet demand for car parking generated by their developments. Beyond these areas of parking restraint there may also be situations where a reduction in car parking provision in association with new development will be acceptable.

TAM 10 Design of Car Parking

- 6.34 TAM 10 requires a high level of design, layout and landscaping of car parks in order to maximise the potential and amount of cars it can hold while at the same time limiting the adverse effects that it can potentially have on the existing area. High levels of design will promote safety and not impact the existing road infrastructure. The design, layout and landscaping of rural car parks should seek to retain the open nature and visual amenity of the countryside. In addition matters such as floodlighting, will require careful design in order to minimise their impact on visual amenity and biodiversity including bats.

TAM 11 Temporary Car Parks

- 6.35 TAM 11 aims to control the amount of parking that needs to be provided on a temporary basis while not compromising safety or the existing road infrastructure.

TAM 12 Transport Facilities

- 6.36 This is a replication of PSU 3 from the PSRNI specific to Ports and Airport.

7.0 Sustainability Appraisal

- 7.1 Throughout their formulation, the policies contained within the Transport and Movement Chapter have been subject to an ongoing internal sustainability appraisal (SA). This is in addition to the wider external SA, conducted by Shared Environmental Service as part of the wider suite of impact assessments/appraisals required under the Planning Act (Northern Ireland) 2011. The internal appraisal was carried out with the fourteen objectives of the external appraisal in mind (refer to the SA Report for more information).
- 7.2 The sustainability appraisal aims to ensure that the Council's approach towards policy is the most sustainable of all reasonable options available i.e. having considered any reasonable alternatives. In the case of the Transport and Movement policies, it was considered that there were not any reasonable alternatives as any other options would be likely to be not in accordance with the RDS 2035, the SPPS or relevant PPS and as such could potentially be considered to be neither 'reasonable' or 'sound'. The results of the Sustainability Appraisal for each of the policies or groups of policies (as applicable) are outlined below:

TAM 1 Creating an Accessible Environment

- 7.3 The policy has a significant positive effect on the social sustainability objectives to improve health and well-being and to strengthen society through its aims to promote inclusion for all. While some positive influences are noted for the provision of good quality, sustainable housing, the effects are not thought to be strong enough to have a perceptible impact. Minor positive effects are also identified for the economic sustainability objectives to enable access to high quality education and to enable sustainable economic growth through the provision of accessible buildings and public areas. No effect is identified for managing material assets. The impacts on the environmental sustainability objectives are limited as this policy relates primarily to design, will occur mostly in built up areas and development would occur regardless of the policy. However, a significant positive impact is identified for encouraging active and sustainable travel through the policy's aim to establish seamless links to public transport and it is hoped that this will have an associated minor positive impact on the objective to improve air quality. This policy is considered to be a sustainable policy.

TAM 2 Access to Public Roads & TAM 3 Access to Protected Routes

- 7.4 This policy has a significant positive effect on the objective to improve health and well-being through providing safety benefits in terms of accessing the roads network and seeking to preserve the flow of traffic, avoiding congestion. While some positive influences have been noted for the other social sustainability objectives, there are no other perceptible impacts. The policy also has a limited impact on the economic sustainability objectives; a minor positive effect is identified for enabling sustainable economic growth but there are no other effects. The impacts on the environmental sustainability objectives are also mainly negligible, though some positive and some negative influences are noted. A minor positive impact is identified for encouraging active and sustainable travel, however there are a mixture of effects identified for the objective to improve air quality and the overall impact is uncertain. This policy is considered to be a sustainable policy.

TAM 4 Protection for New Transport Schemes & TAM 5 Disused Transport Routes

7.5 These policies have a minor positive impact on the social sustainability objectives to improve health and well-being and to strengthen society, by creating the conditions for transport routes (including walking and cycling routes) to be delivered which may also link communities. Positive influences are also noted for the housing objective, however these are not considered to be strong enough to raise an impact. Minor positive Impacts are also identified for the economic sustainability objectives to enable sustainable economic growth and to manage material assets sustainably. Positive influences are again noted for the education objective, however these are also not considered to be strong enough to raise an impact. The policies have a significant positive impact on the objective to encourage active and sustainable travel which leads to indirect minor positive effects on improving air quality and reducing causes of climate change, through encouraging reduced reliance on the car. For the latter objective, the effects may not be seen until the medium term.

7.6 No effects are identified on water resources. Short term impacts on the remaining environmental sustainability objectives to protect physical resources and use sustainably, to protect natural resources and enhance biodiversity, to maintain and enhance landscape character and to protect, conserve and enhance the historic environment and cultural heritage are negligible. However, in the medium to long term the effect becomes uncertain. While the policies protect land from development in the short term, as schemes become funded and infrastructure is developed there may be effects. However, it is probable that negative effects will be able to be successfully mitigated or offset. This policy is considered to be a sustainable policy.

TAM 6 Transport Assessment

7.7 This policy has a narrow scope and consequently has a limited impact on the majority of the sustainability objectives. Through the policy's indirect ability to encourage more sustainable travel patterns, minor positive impacts are identified for the objectives to improve health and well-being, to enable sustainable economic growth and to encourage active and sustainable travel. No other perceptible impacts are identified. This policy is considered to be a sustainable policy.

TAM 7 Walking & Cycle Provision

7.8 The policy has a positive impact on all of the social sustainability objectives through creating linkages and encouraging active travel. In the case of the objectives to improve health and well-being and to strengthen society, as other plans are implemented the positive effects will strengthen over time to become significant positive in the long term. This strengthening effect is also seen for the objective to enable sustainable economic growth, whereby jobs will become more accessible and the district will be an attractive place to live, work and invest in. The policy has a significant positive impact on the objective to encourage active and sustainable travel which leads to indirect minor positive effects on improving air quality and reducing causes of climate change, through encouraging reduced reliance on the car. For the air quality objective, the effects may not be seen until the medium term. Negligible or no effect is identified for the remaining environmental sustainability objectives. This policy is considered to be a sustainable policy.

TAM 8 Provision of Public and Private Car Parks, TAM 9 Car Parking and Servicing, TAM 10 Design of Car Parking & TAM 11 Temporary Car Parks

7.9 Many of the predicted effects of these policies will develop over time, as they are linked to wider changes in transport and green infrastructure which may take several years to develop. A minor positive impact is identified for the social sustainability objectives to improve health and well-being and to strengthen society from the medium term onwards. While some positive influences are noted for the provision of good quality, sustainable housing, the effects are not thought to be strong enough to have a perceptible impact. Encouraging shared transport, walking and cycling and reducing reliance on the car can help to make the district a more attractive place to live in and visit and consequently a minor positive effect from the medium term onwards is also identified for the objective to enable sustainable economic growth. There are no effects on the other economic sustainability objectives.

7.10 It is recognised that these policies may cumulatively lead to the development of greenfield land at edge-of-settlement for new parking facilities and consequently a minor negative effect is identified for the environmental sustainability objectives to protect physical resources, to protect natural resources and enhance biodiversity and to maintain and enhance landscape character. There may be measures by which the scale of these negative effects can be reduced and over time the effects on landscape may be reduced as screening and landscaping vegetation matures. From the medium term onwards, a minor positive effect is identified for the objectives to encourage active and sustainable travel and to improve air quality. The impacts on the remaining environmental sustainability objectives are negligible. This policy is considered to be a sustainable policy.

TAM 12 Transport Facilities

7.11 The policy recognises that commercial activities at ports and airports have the potential to conflict with nearby residential areas. The policy is protective and will seek to avoid any unacceptable impacts, however there may still be some minor negative effects occurring at a localised scale. It should be possible to manage the scale of any effects through measures such as monitoring and regulation. No other perceptible effects are identified for the social sustainability objectives. The policy will have a significant positive effect on the objective to enable sustainable economic growth and a minor positive effect on the objective to manage material assets sustainably through relationships with the energy industry. Impacts on many of the environmental sustainability objectives are difficult to predict as they would be dependent on the nature and location of any development brought forward. However, the appraisal has acknowledged that the low-lying coastal locations of the port and airport make them vulnerable to flood risk and climate change and these aspects will require additional consideration at the project level. While some potential influences on physical resources, landscape / seascape character and the historic environment are noted, the effects are considered to be negligible. This policy is considered to be a sustainable policy.

7.12 A draft Habitats Regulations Assessment (HRA) has also been undertaken and published for consultation with the Draft Plan Strategy. It similarly determines possible adverse effects on the integrity of European sites (Special Areas of Conservation and

Special Protection Areas) as a result of the policies within the LDP. This assessment also includes Ramsar sites under the provisions of the Ramsar Convention.

8.0 Equality Impact Assessment

- 8.1 Section 75 of the Northern Ireland Act 1998 requires that public authorities have due regard to the need to promote equality of opportunity and good relations between persons of a particular religion, political opinion, race, age, marital status, sexual orientation or gender. It also includes people with disabilities or those with primary responsibility for the care of a dependant, such as an elderly person. These are known as 'Section 75' groups. The policies contained within the Transport and Movement Chapter have been subject to an equality impact assessment (EQIA) to ensure no adverse impact on these groups.
- 8.2 Transport policies will seek to ensure that our main arterial routes and car parking facilities in town centres remain protected and that proposed road improvement schemes are not compromised by development. This will help to ensure that the city, main town and settlements are accessible for people whether they have access to a public car or are dependent on public transport. This will have a positive impact on all residents, particularly the elderly who may be more reliant on public transport as well as those with mobility problems who find access to town centres difficult. It will also be beneficial to those who have dependants in that access to the main hubs for these groups is also easier under these policies. Finally, it will benefit the younger age group as they will not have the financial means to access private transport. The Council is satisfied that there will be no adverse impact on any Section 75 groups as a result of the Transport and Movement policies.

9.0 Rural Needs Impact Assessment

- 9.1 The Rural Needs Act 2016, requires District Councils and other Public Authorities to have due regard to rural needs when developing, adopting, implementing or revising policies, strategies and plans, and when designing and delivering public services. To ‘have due regard’ means that a public authority must consciously consider the needs of people in rural areas. How much ‘due regard’ depends on the circumstances and, in particular, on the relevance of rural needs to the decision or function in question. The greater the relevance and potential impact for people in rural areas, the greater the regard required by the duty.
- 9.2 The principles of rural proofing are incorporated in the RNIA process. The RNIA accompanies the LDP draft Plan Strategy and will be subject to consultation prior to an Independent Examination, possible amendment, and then adoption by the Council. Full details of the RNIA can be viewed on-line. An overview of the RNIA for Transport and Movement is as follows
- 9.3 Whilst most of the population live in the two large urban centres, Derry City and Strabane town, the other 45 settlements would be considered rural. In addition to this, the remainder of the District, outside of settlement limits, would be considered rural. There is a need to ensure that we sustain vibrant rural communities in these rural areas and provide support and to enable appropriate levels of growth.
- 9.4 There are differential impacts associated with Transport and Movement as the provision of public transport and transport infrastructure is centred around our main urban centres. There is a discrepancy in terms of provision to the rural areas, however this should be considered in the context of the population these transport services support.
- 9.5 The LDP is extremely mindful of the extensive rural population that live in the countryside that surrounds our District’s settlement hierarchy. In such areas, the use of the private car is almost a practical necessity to facilitate daily activities, such as farming, employment and the school run. In attempting to minimise the impacts arising from this necessary dependence, rural policies for housing, employment and industrial locations have been developed that enable appropriate opportunities for those choosing to farm, work and live in the countryside and sustain its viability.
- 9.6 Rural settlements have been allocated appropriate indicative housing allocations to encourage those that wish to live within such settlements and to take advantage of the services and public transport routes that such locations possess. Policies for small scale economic development in the countryside permit a range of activities in the countryside which may reduce the need for those living in the countryside to travel to larger settlements for employment purposes.

Appendices

Appendix 1 – North West Transport Plan – See separate documents

Appendix 2 – Car Parking Study - See separate documents

APPENDIX 3: 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 - Bunrana Rd - Border (Coshquin)
Londonderry - Border	A2	jct Bunrana 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

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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 4

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

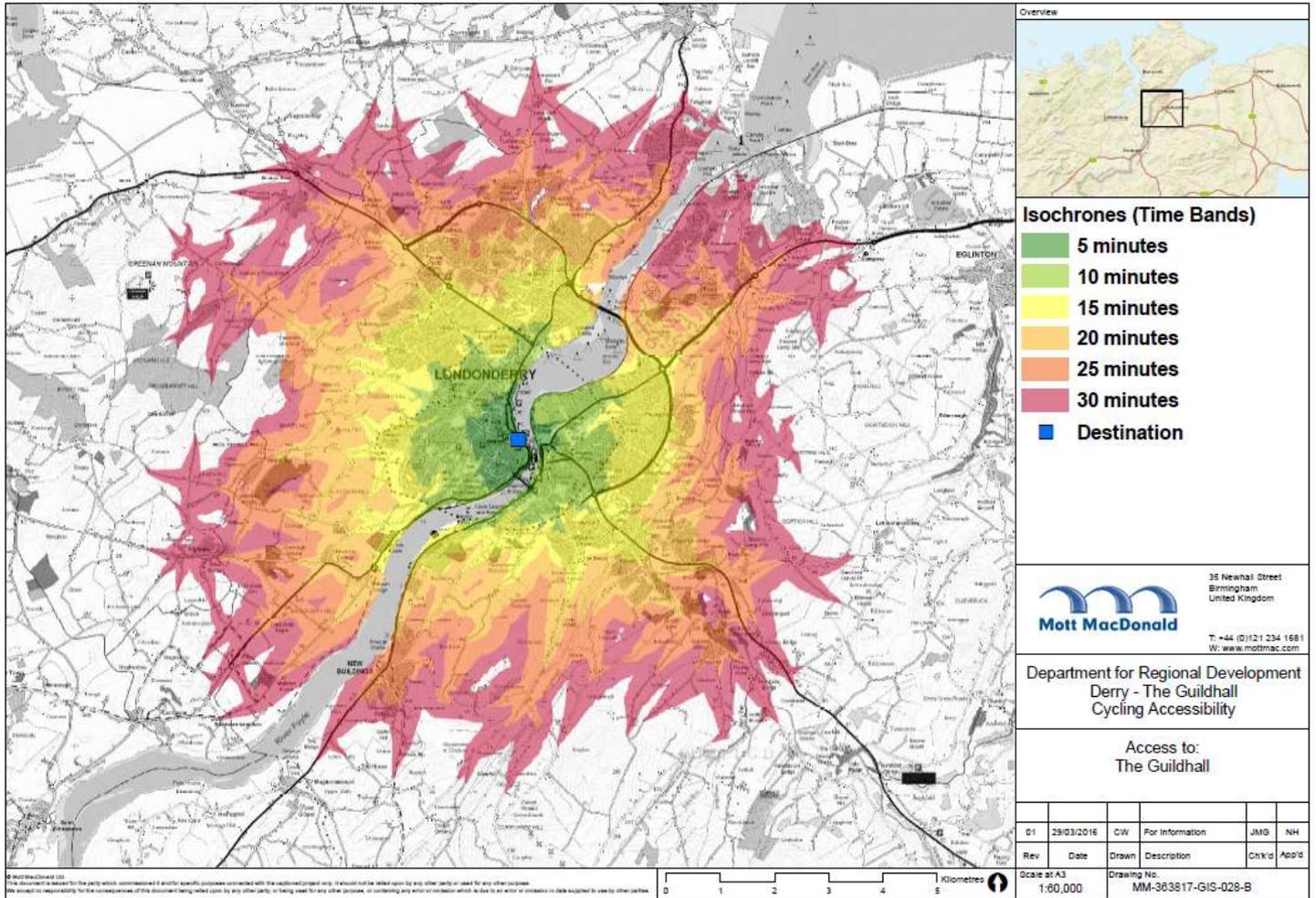
Derry/ Londonderry Area

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

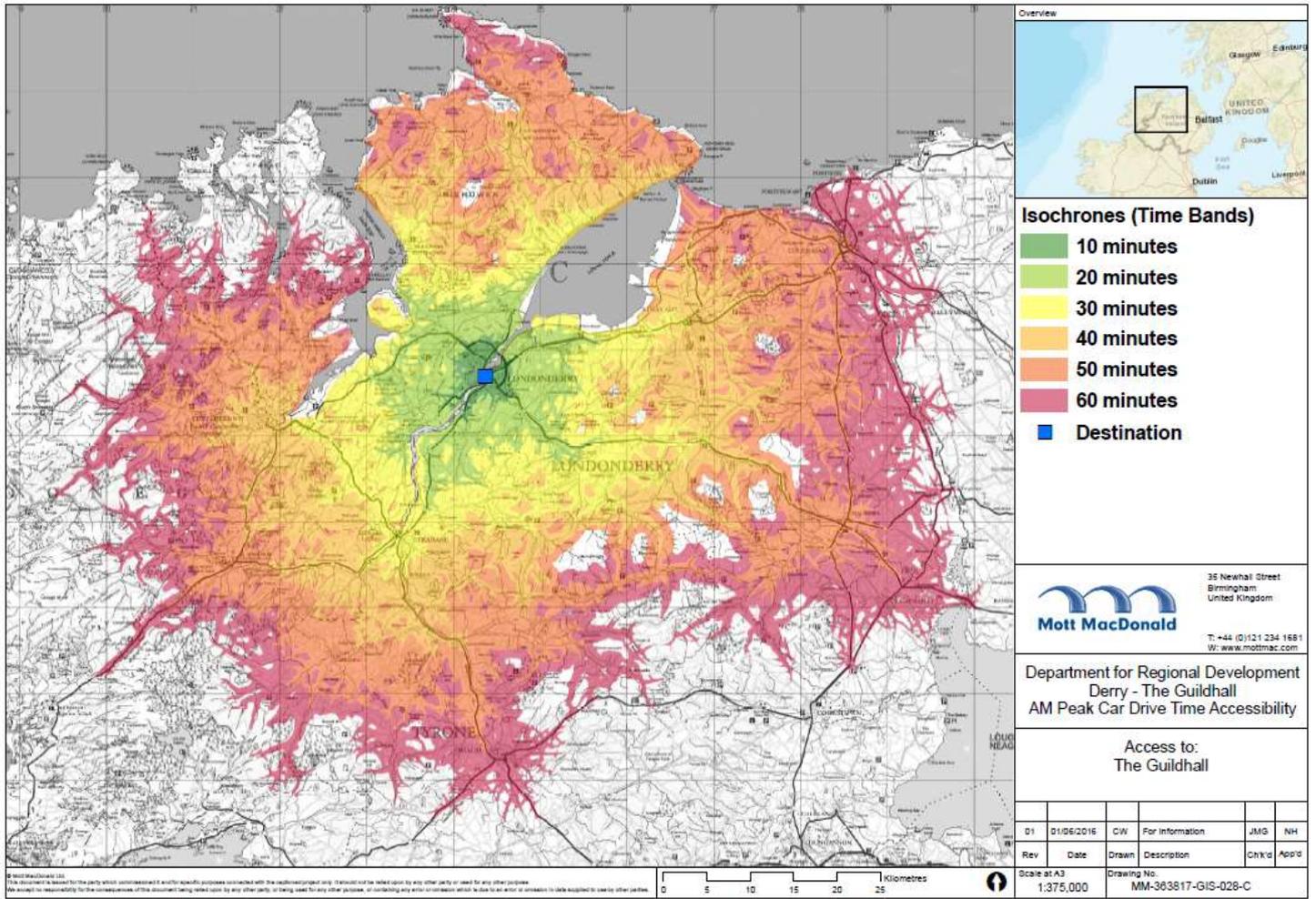
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William Street Castleberg BT81 7BJ	22	1	-	Free of Charge	N/A
Priest's Lane Castleberg BT81 7AB	34	2	-	Free of Charge	N/A
Albert Street Castleberg BT81 7DS	90	2	1	Free of Charge	N/A
Simpson's Brae Derry BT47 6DL	14	-	-	Free of Charge	N/A
Waterside Railway 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

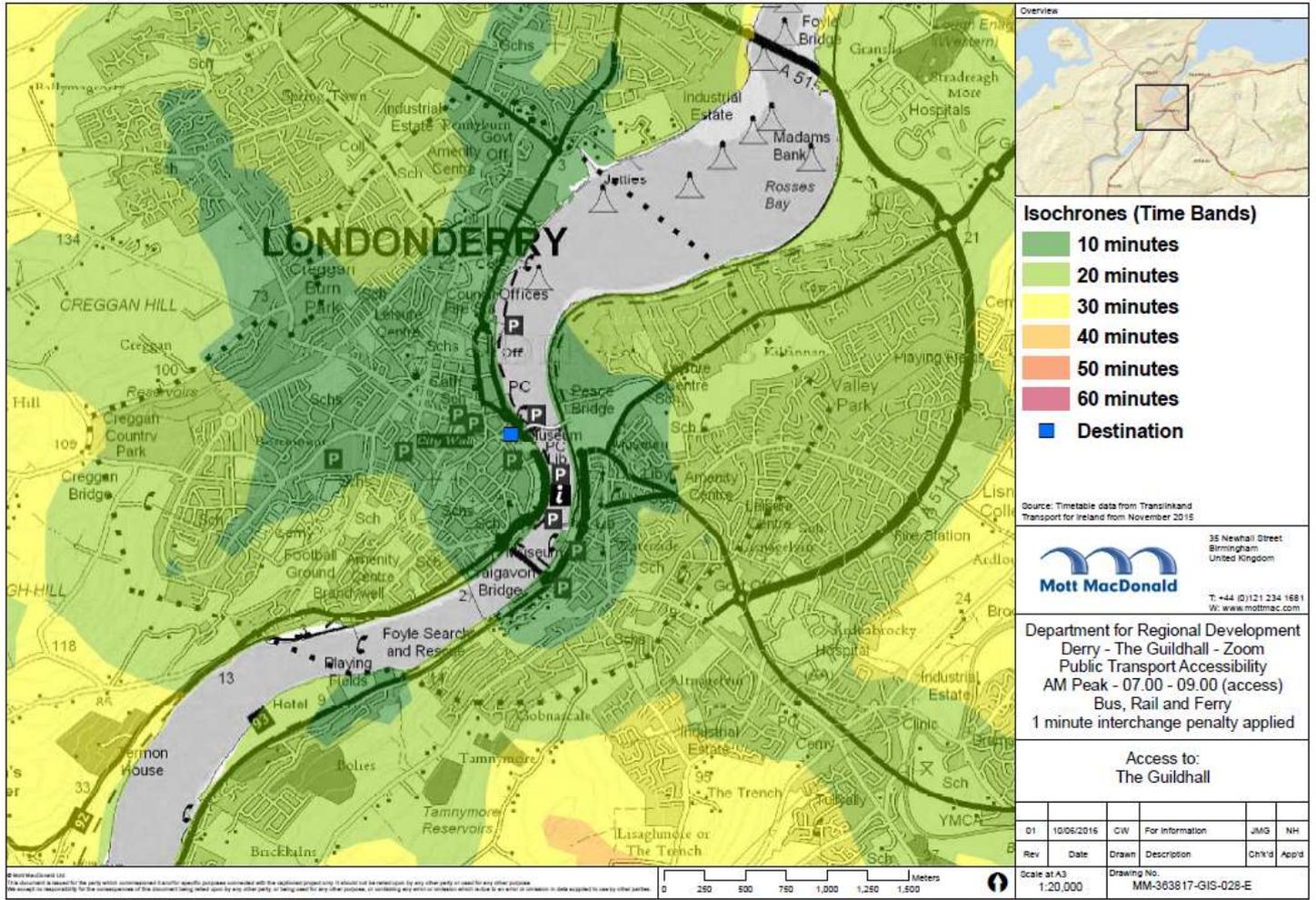
Appendix 6: Relevant Accessibility Maps for Derry City and Strabane Town



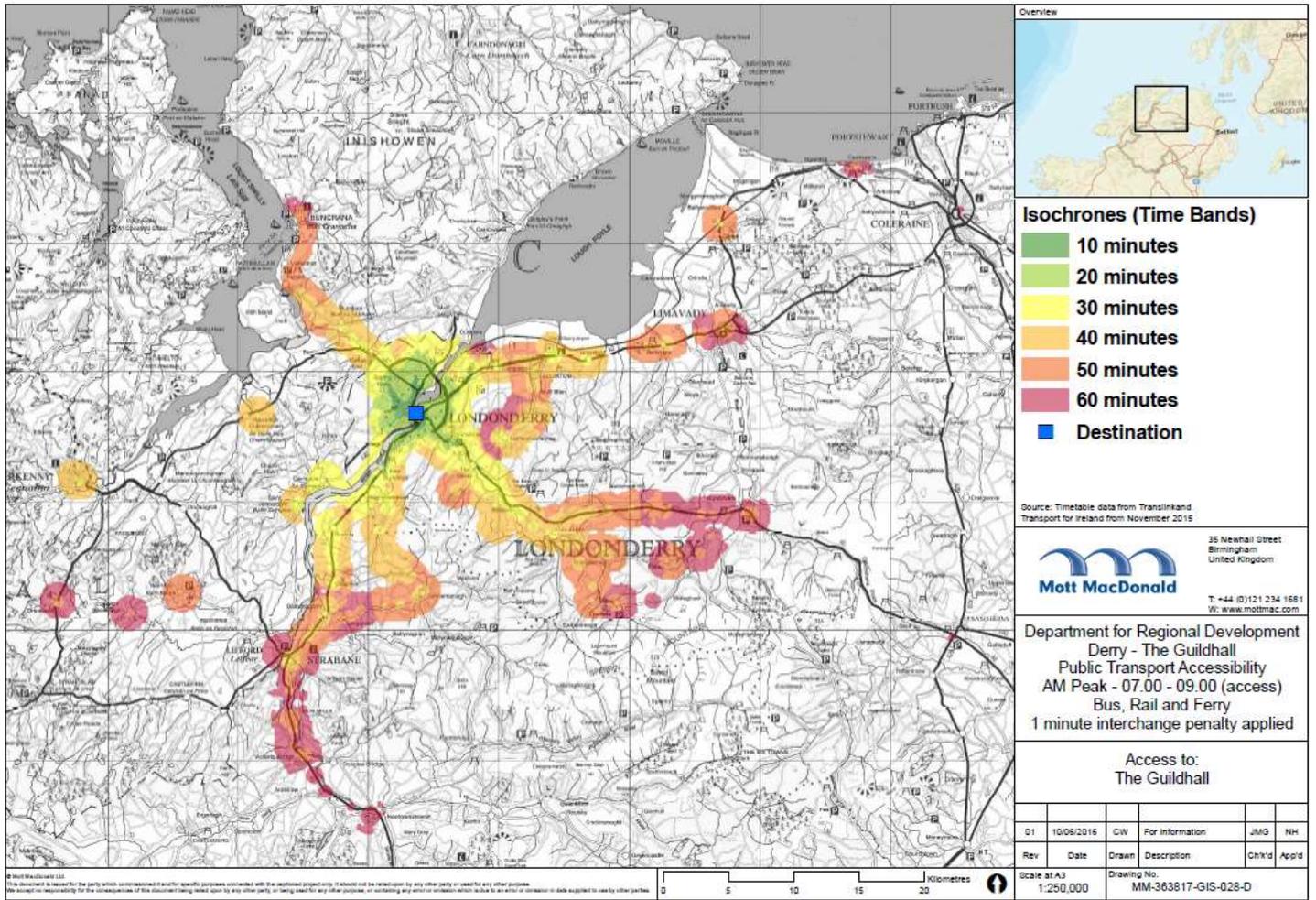
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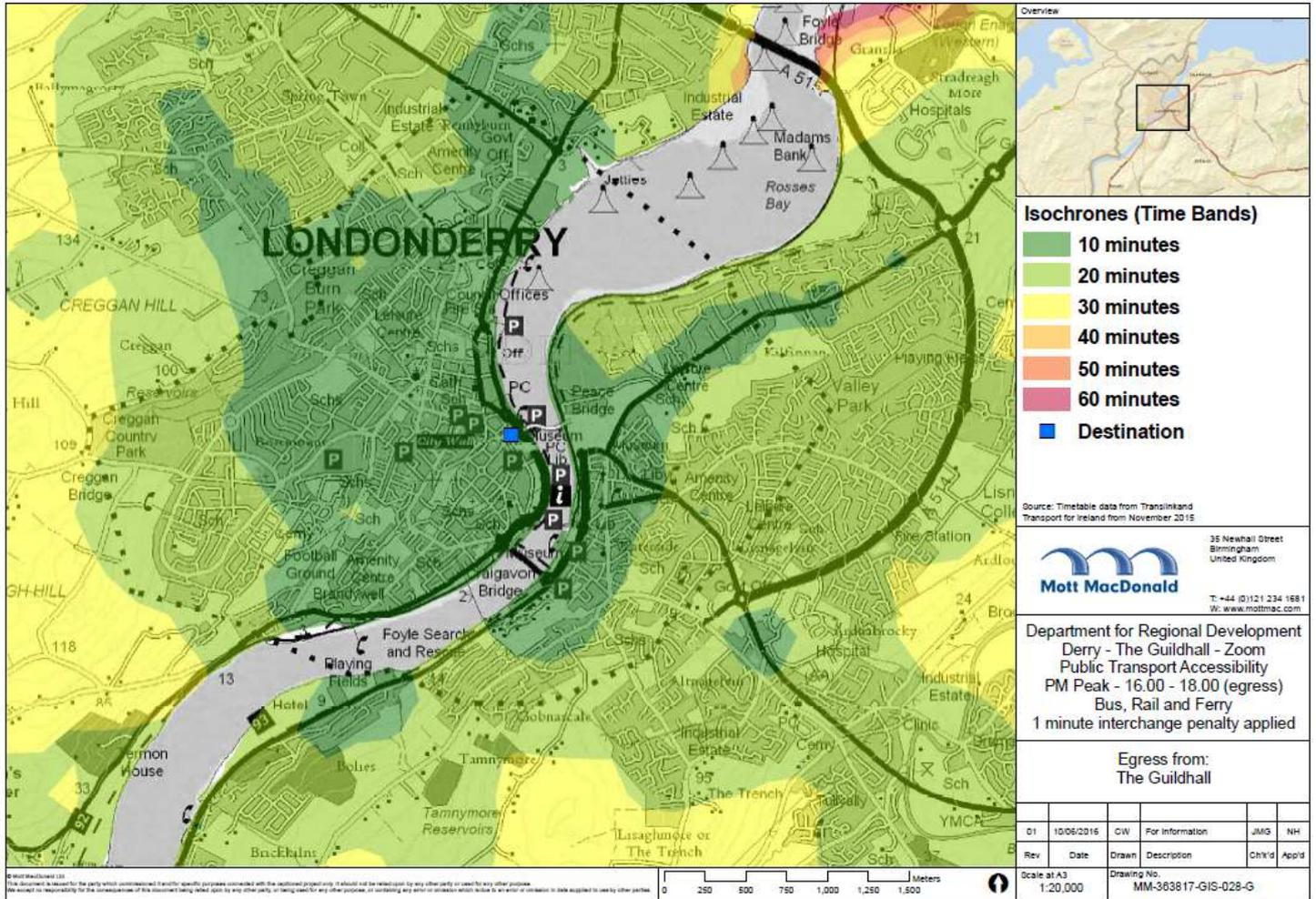
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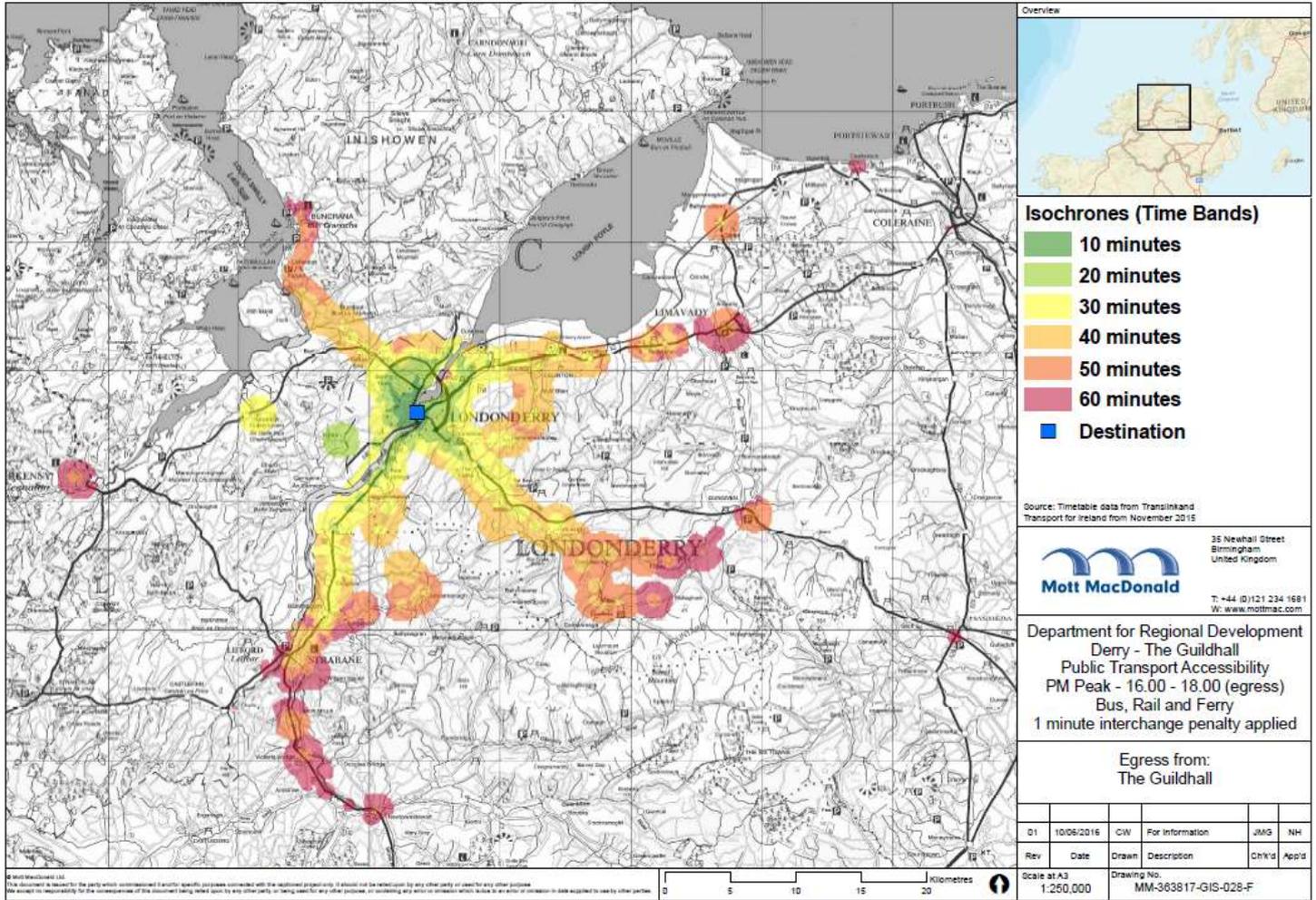
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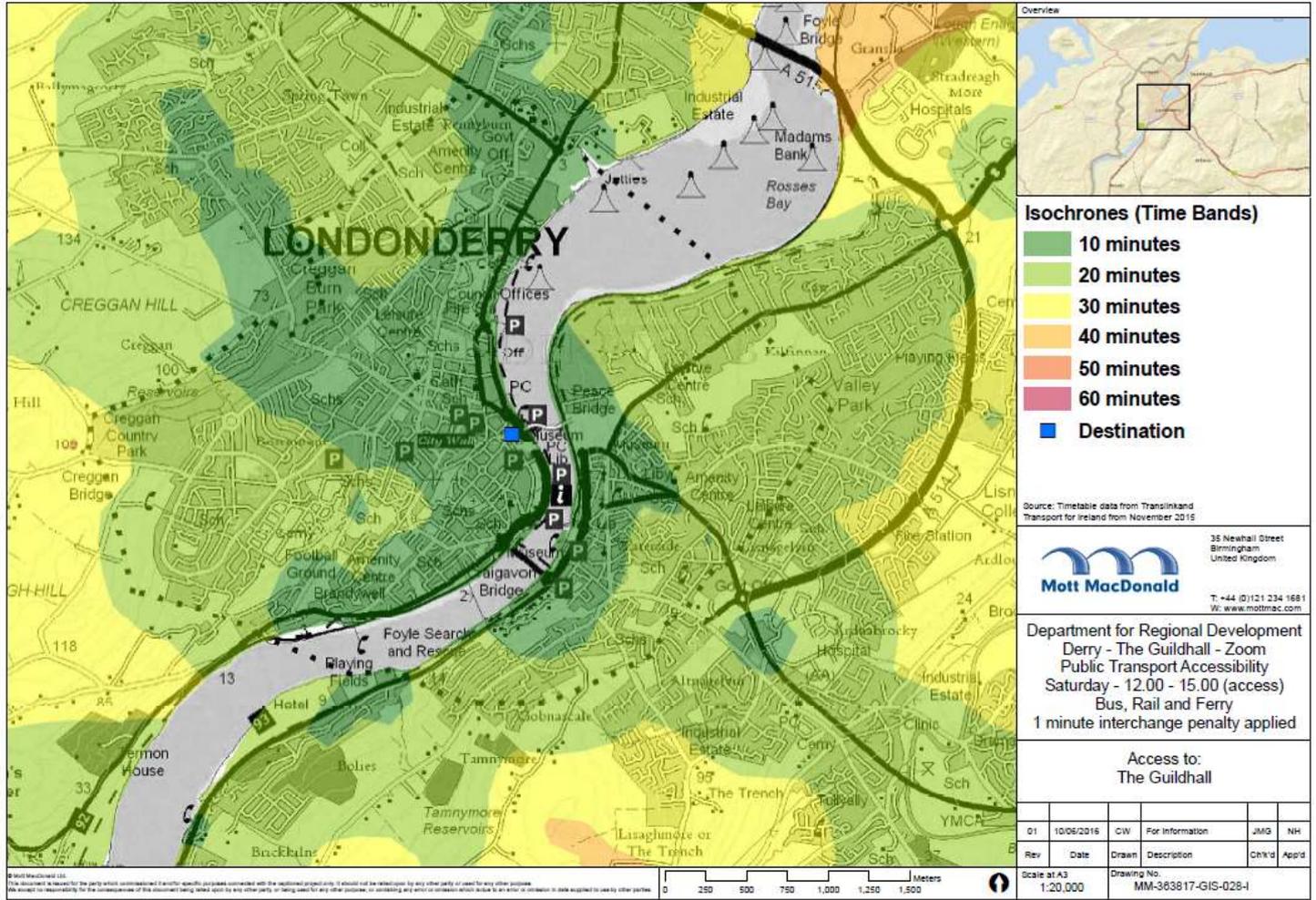
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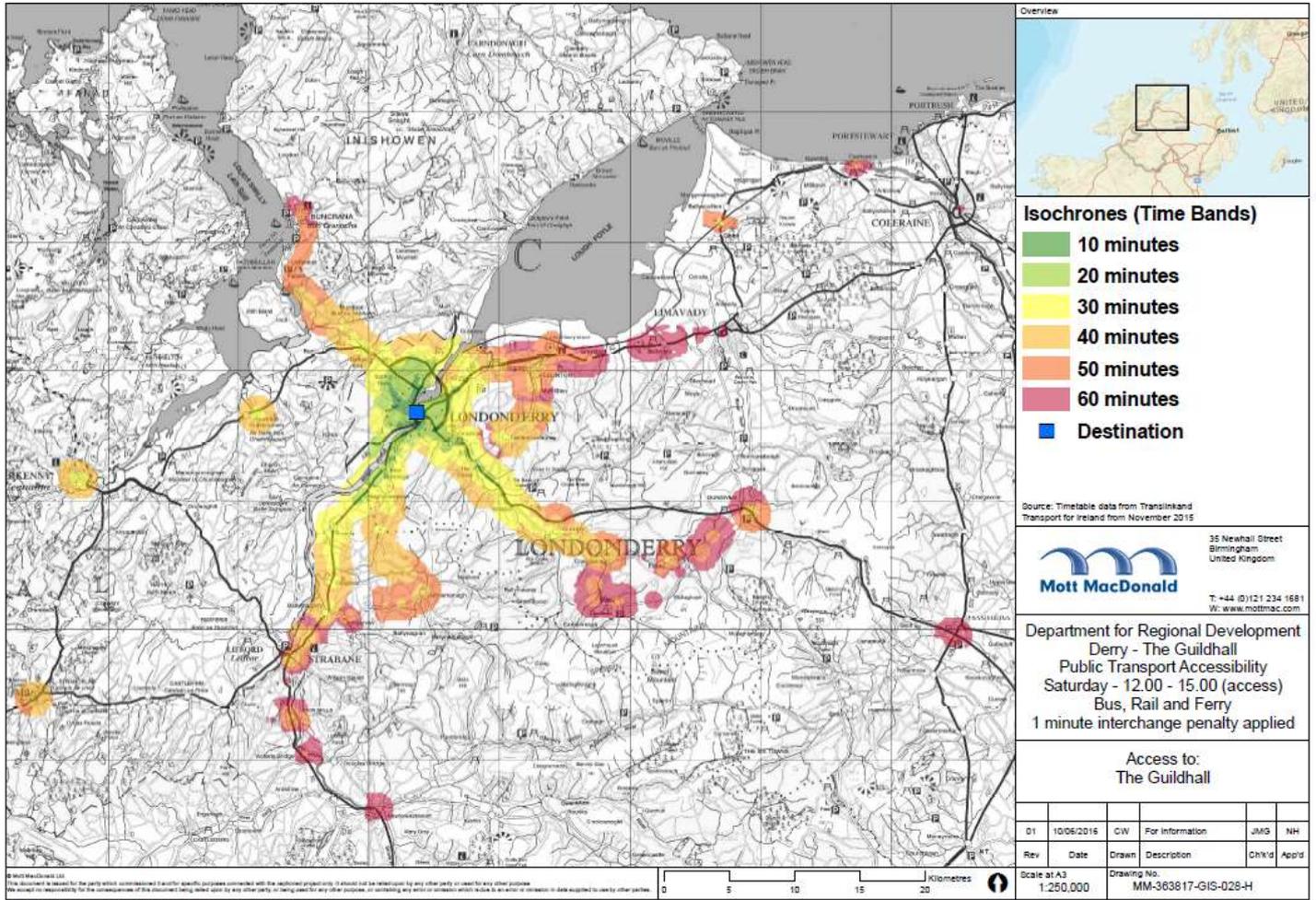
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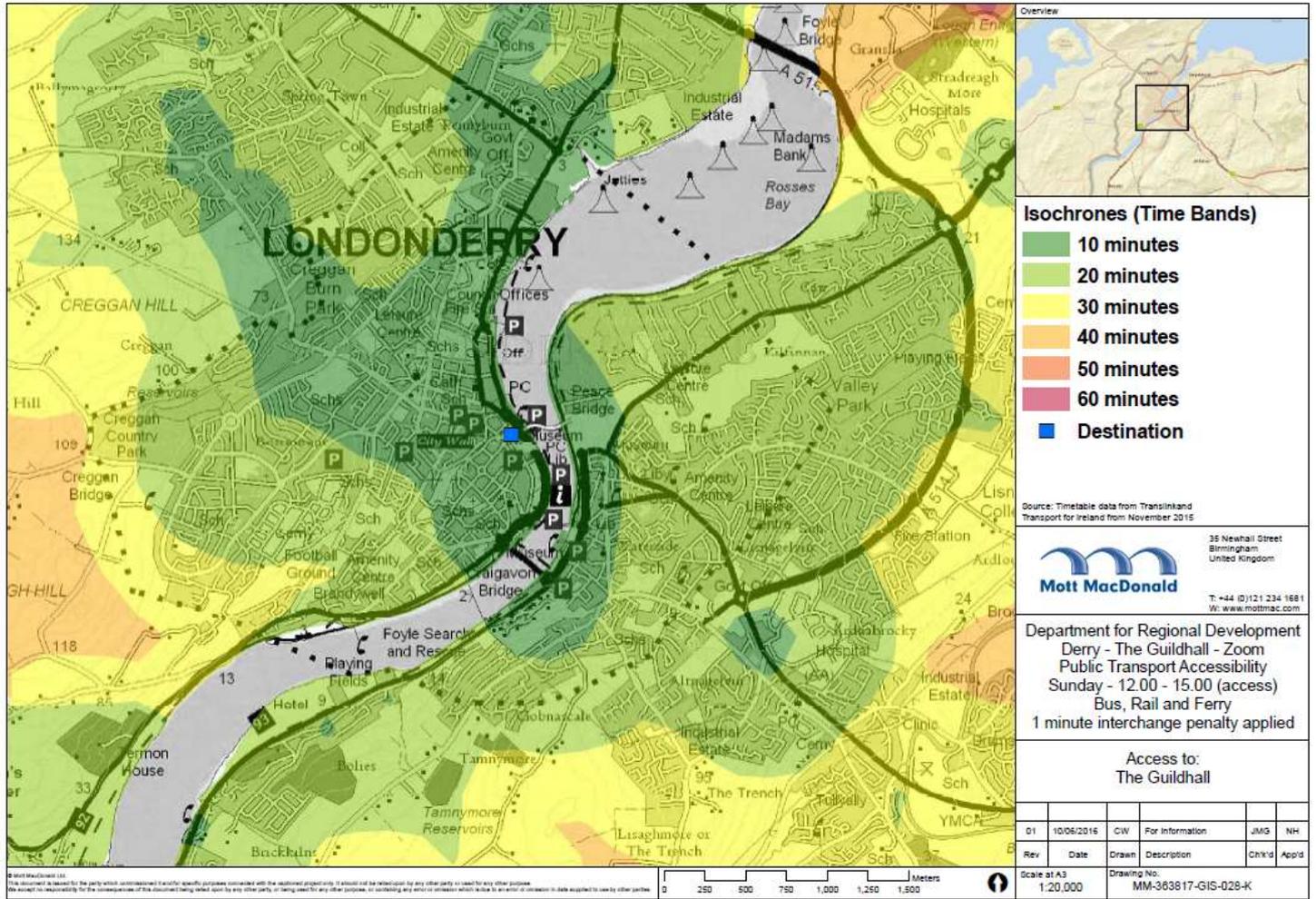
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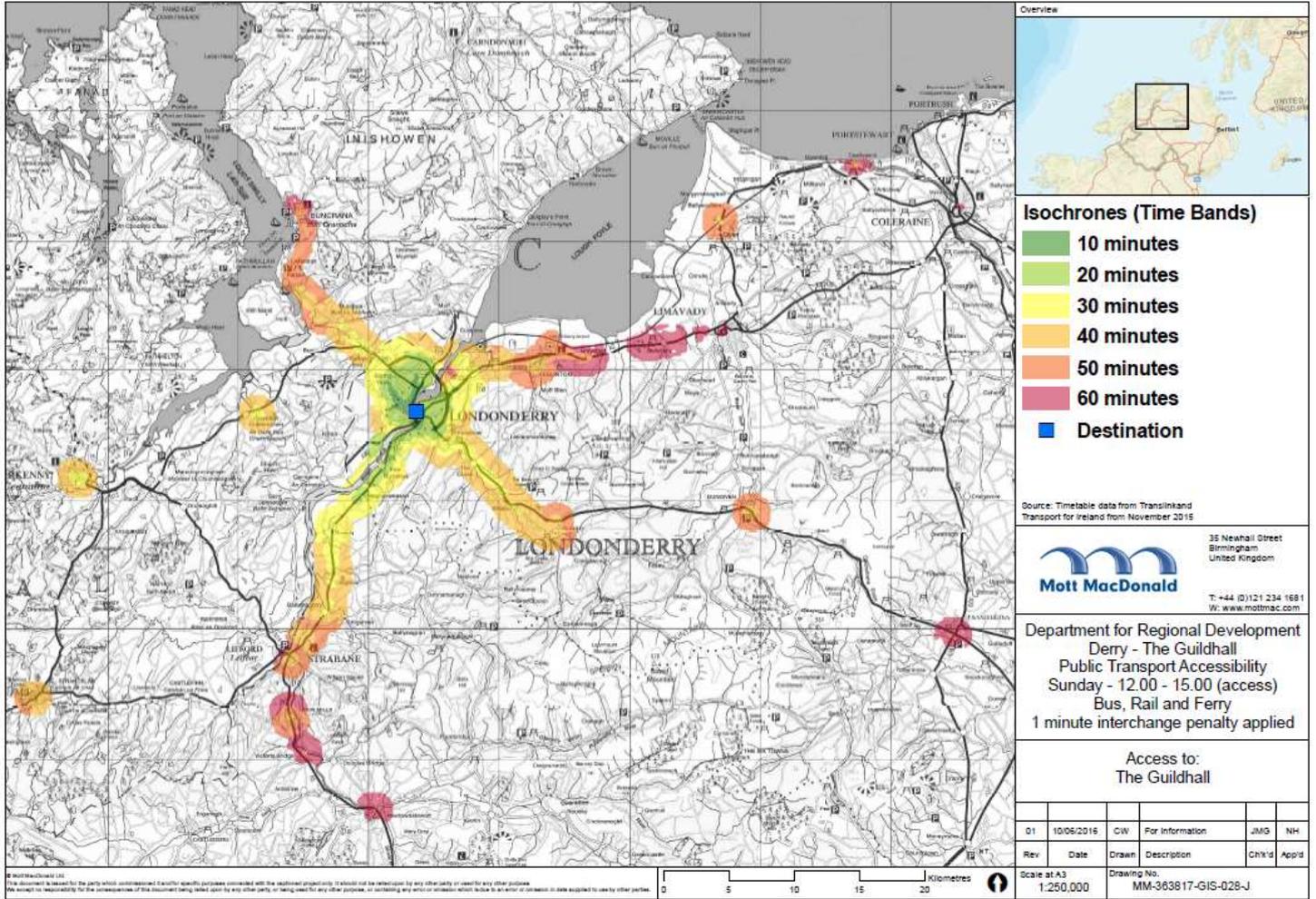
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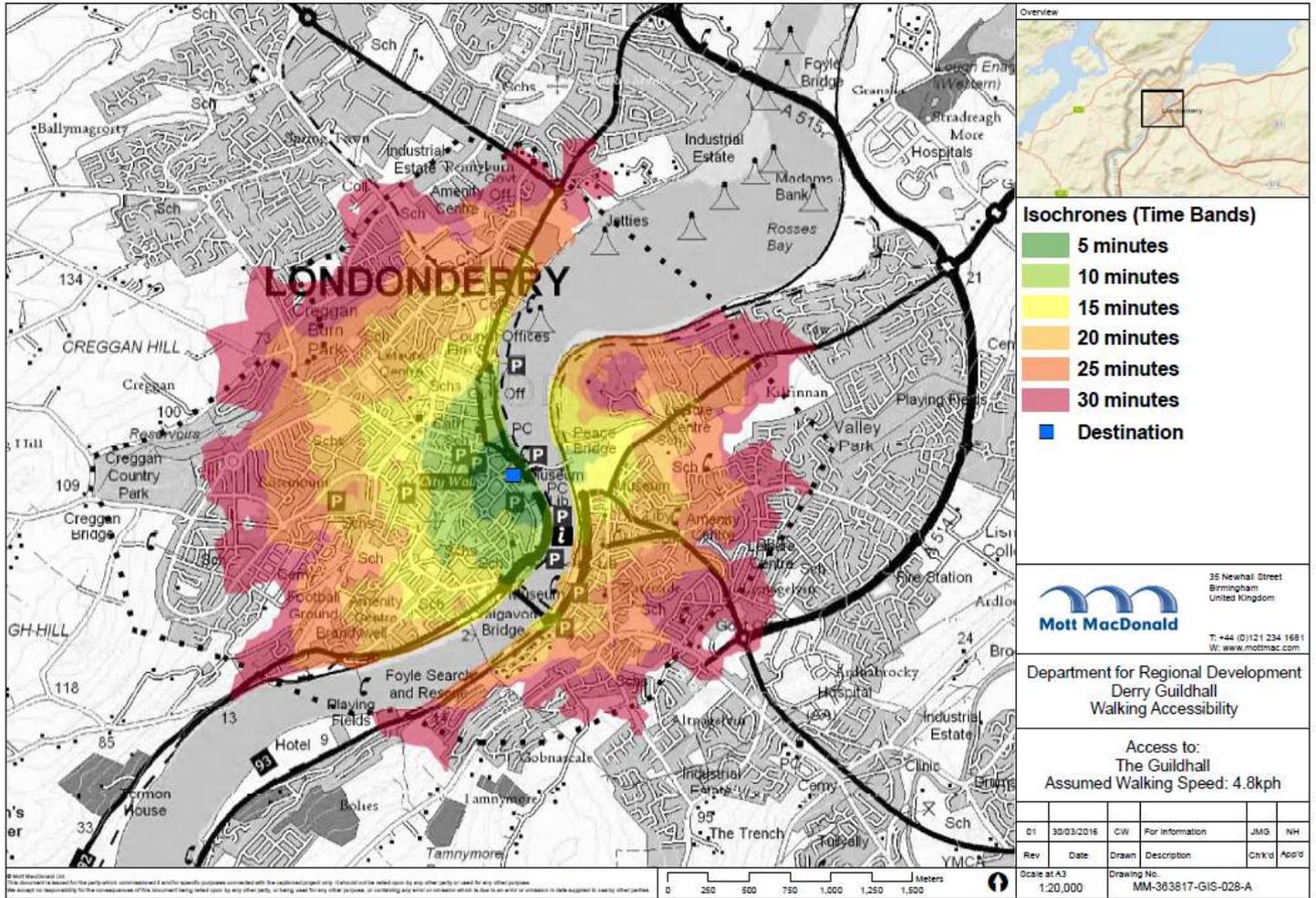
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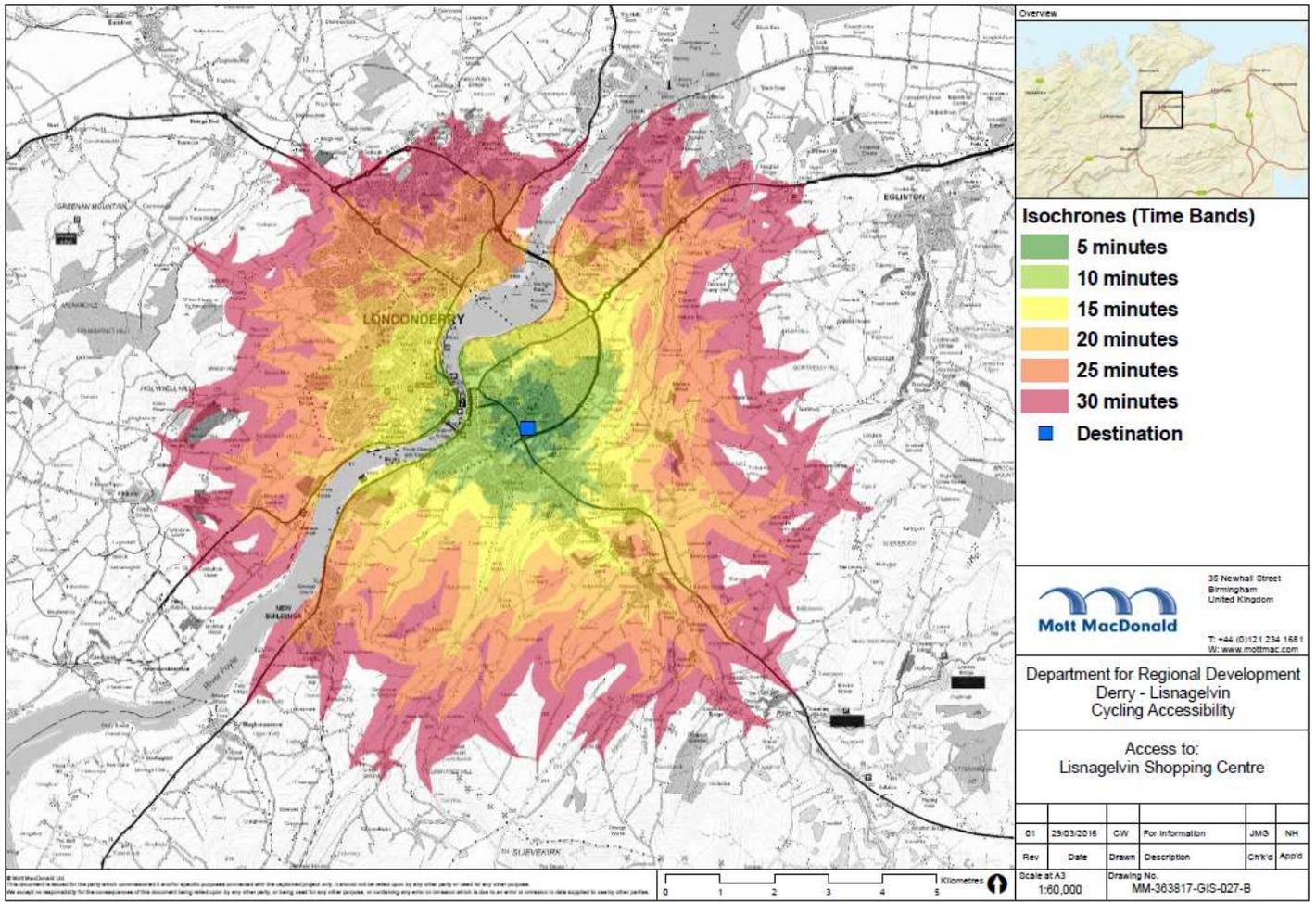
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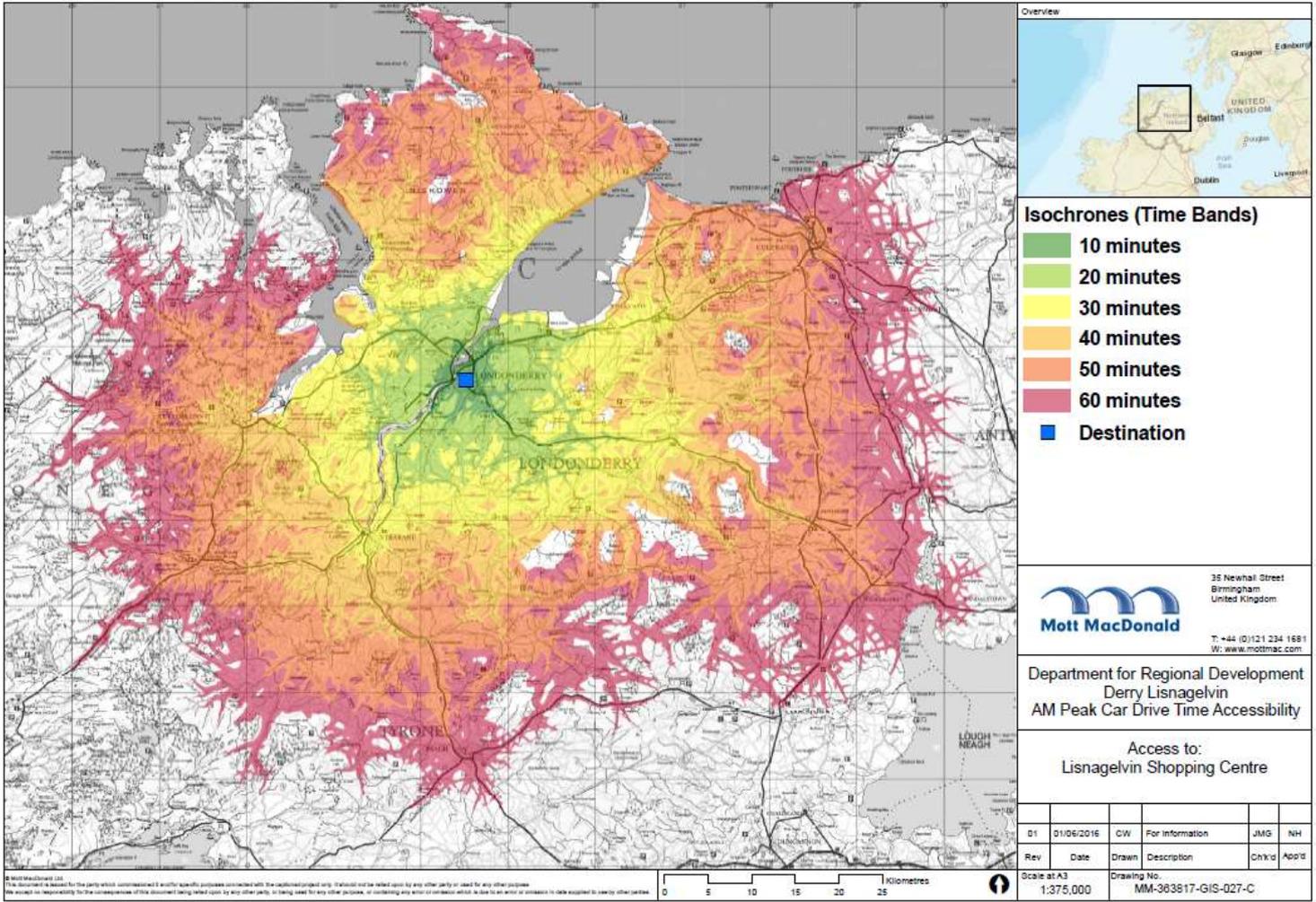
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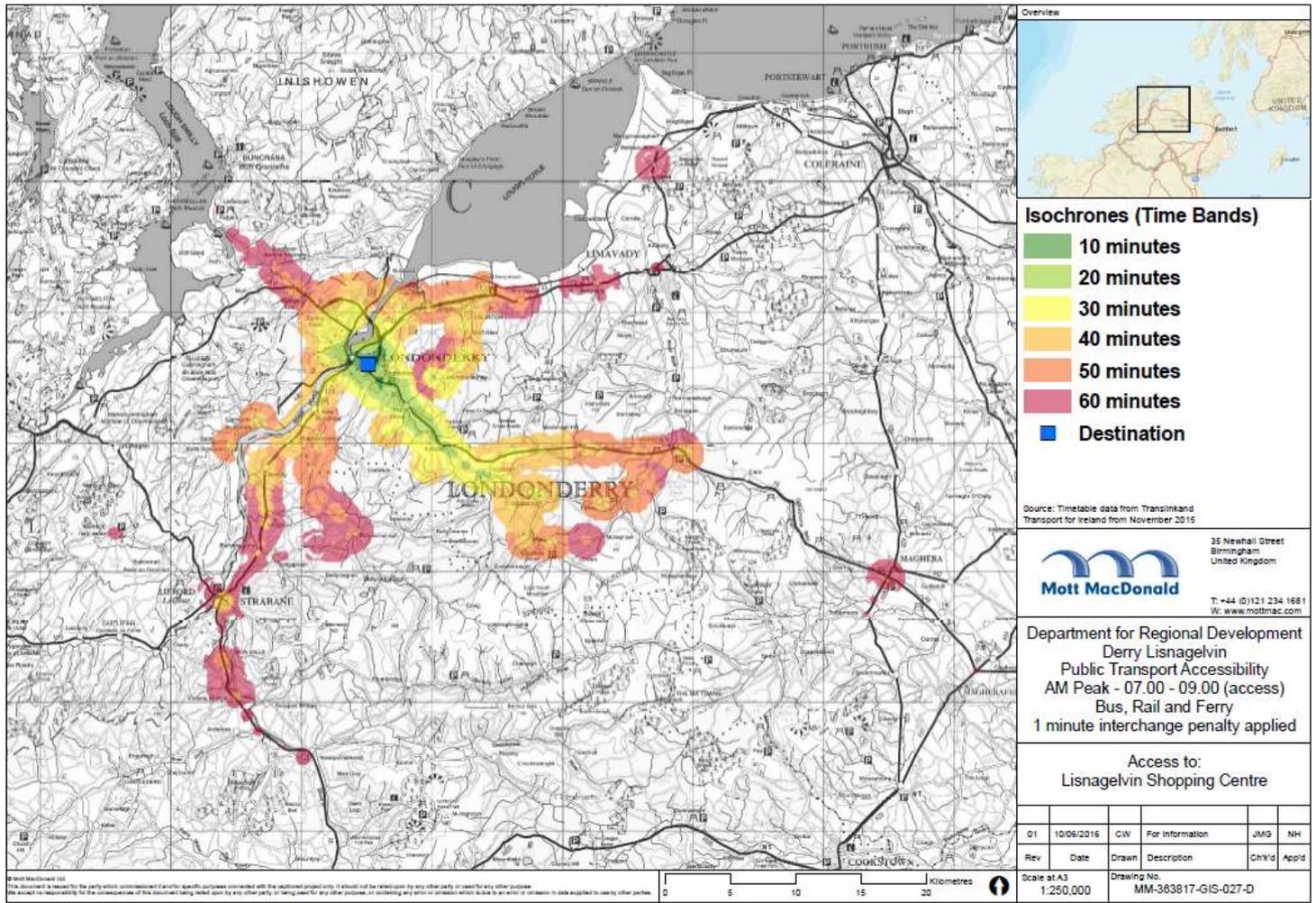
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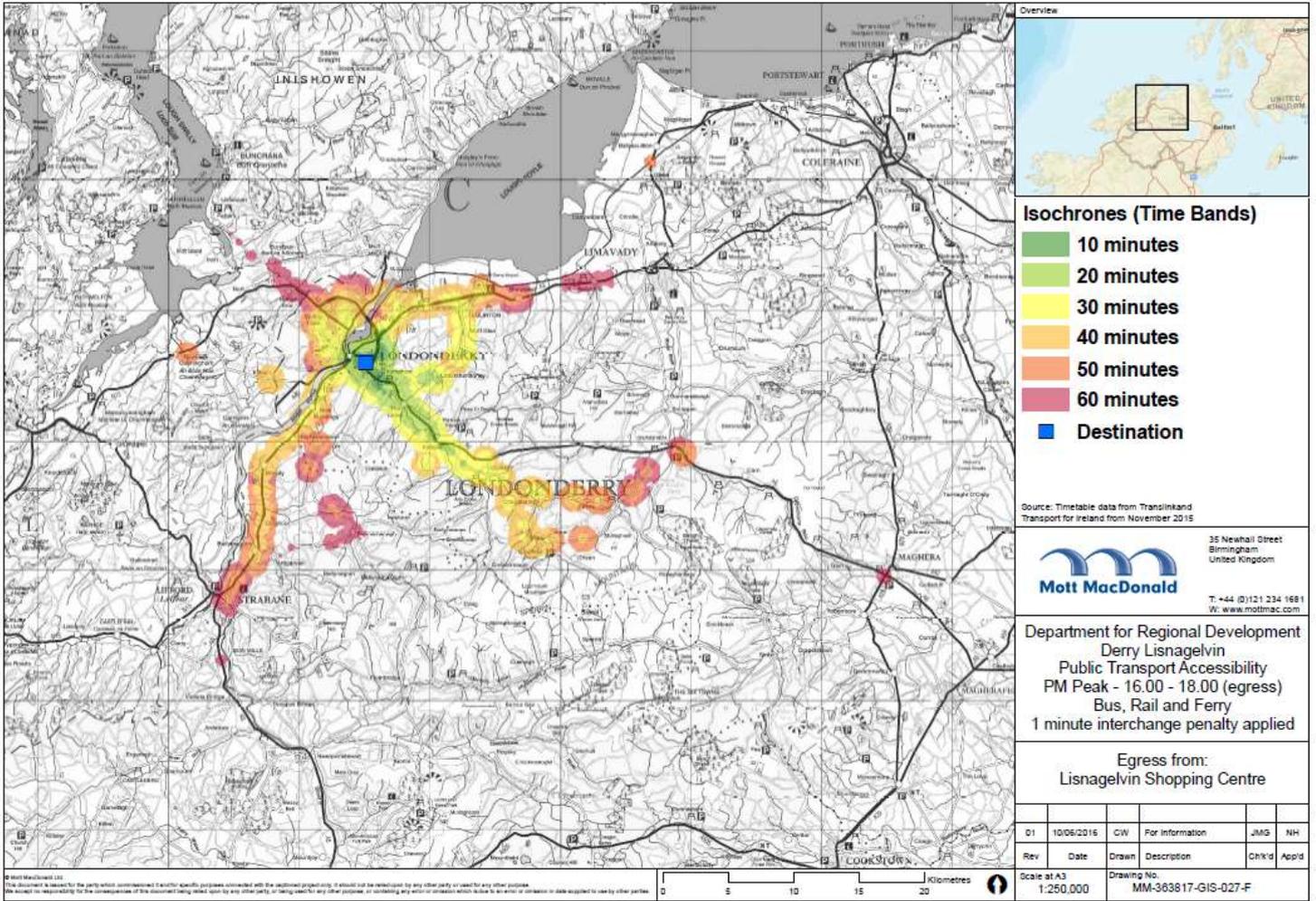
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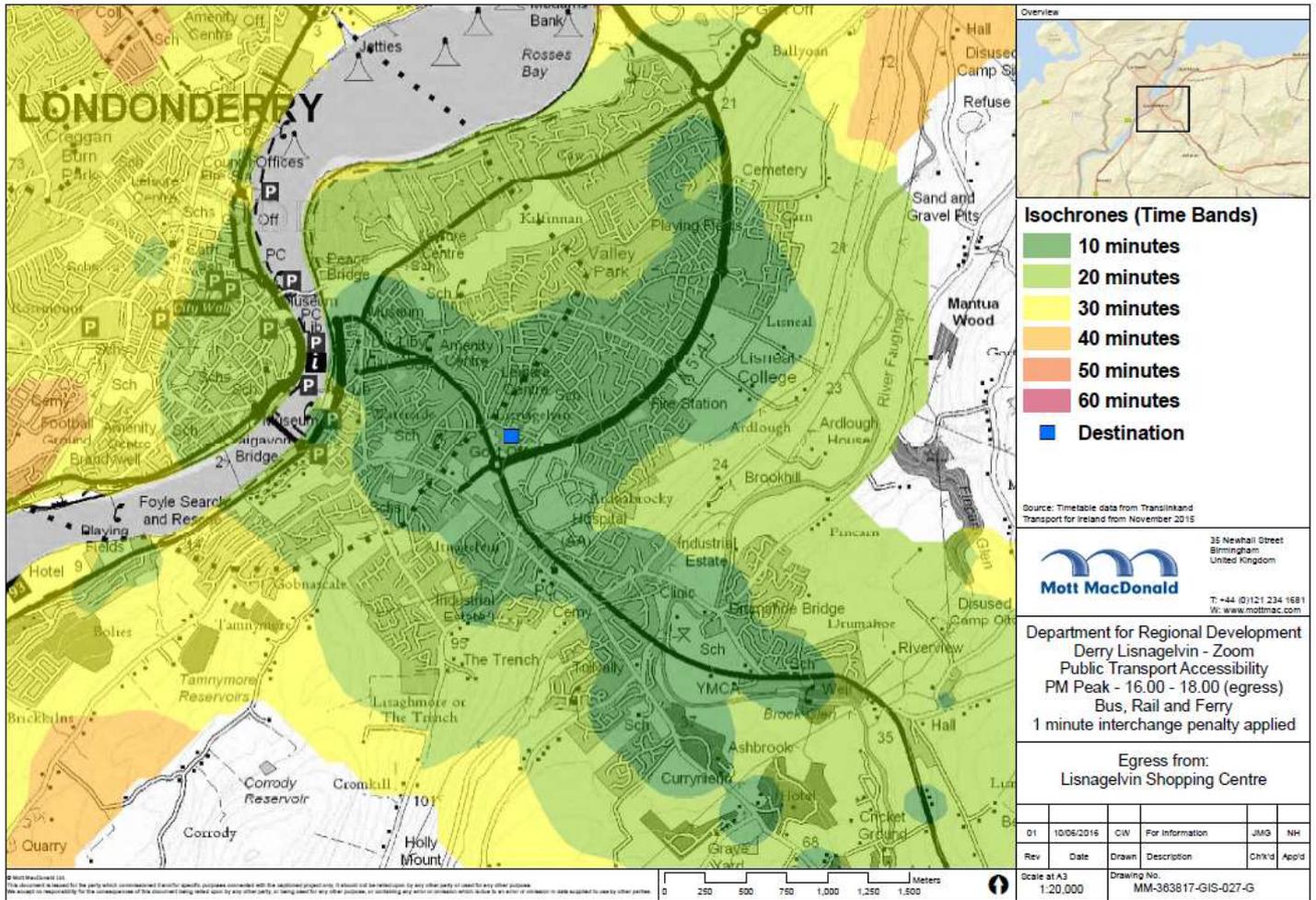
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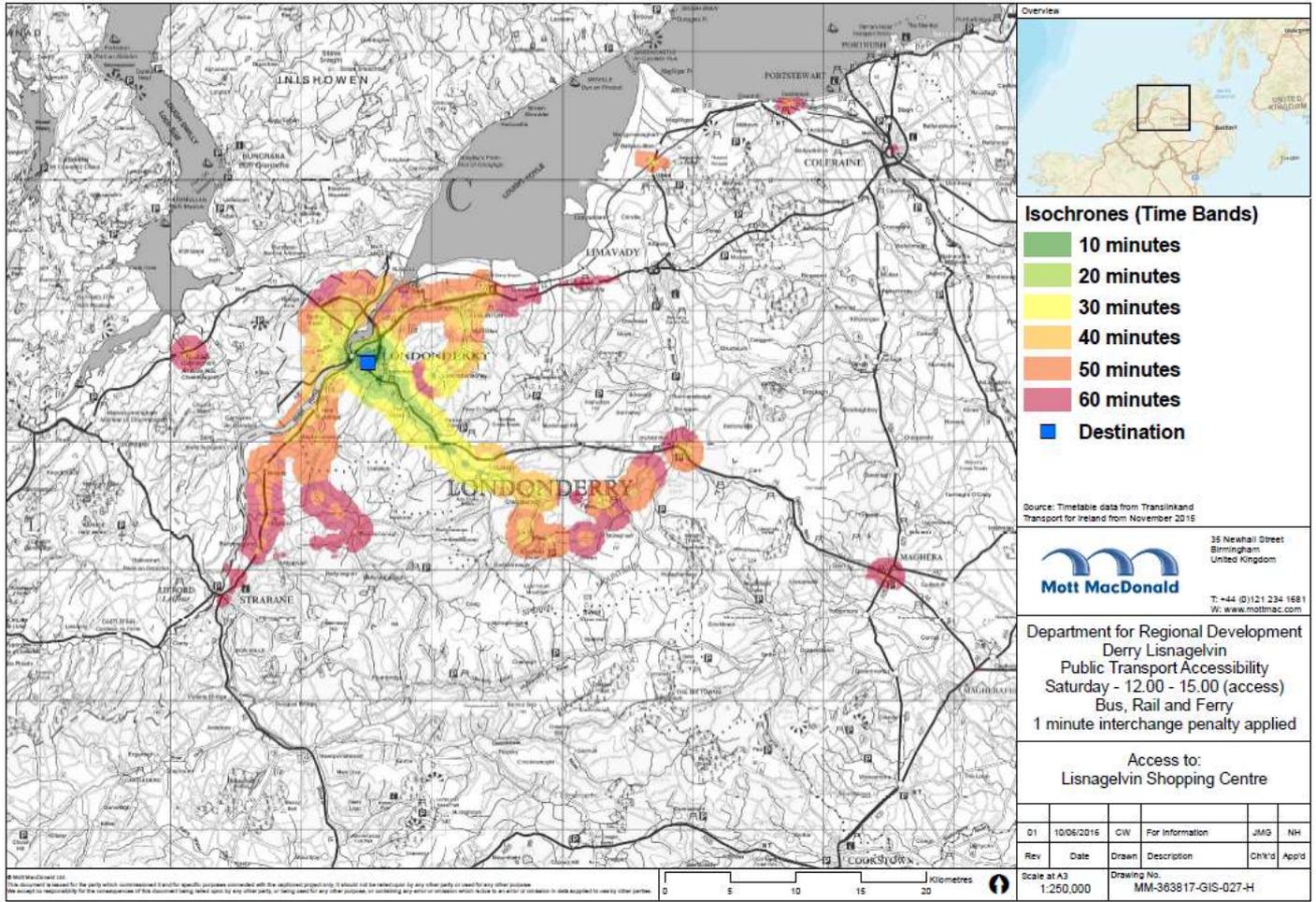
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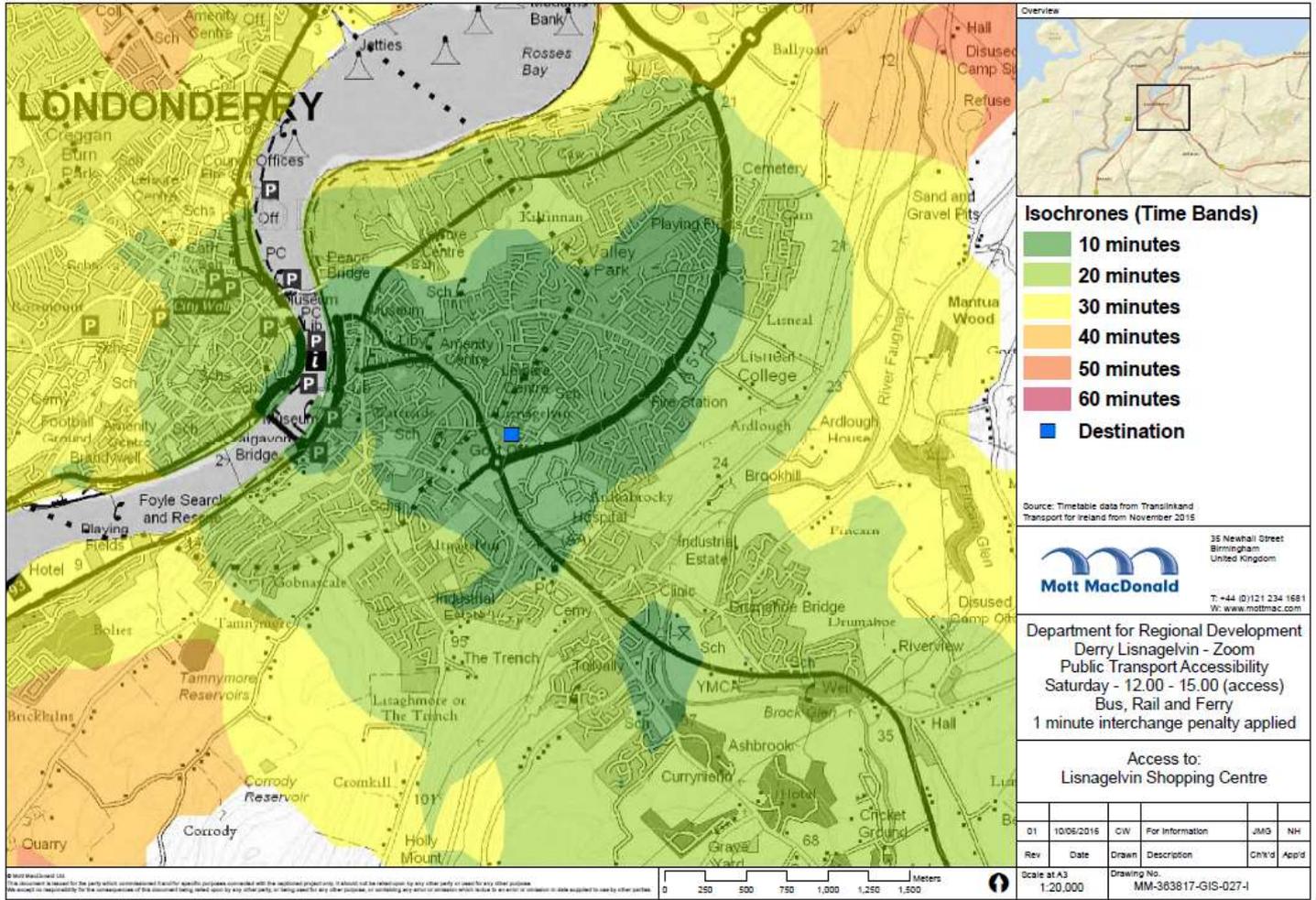
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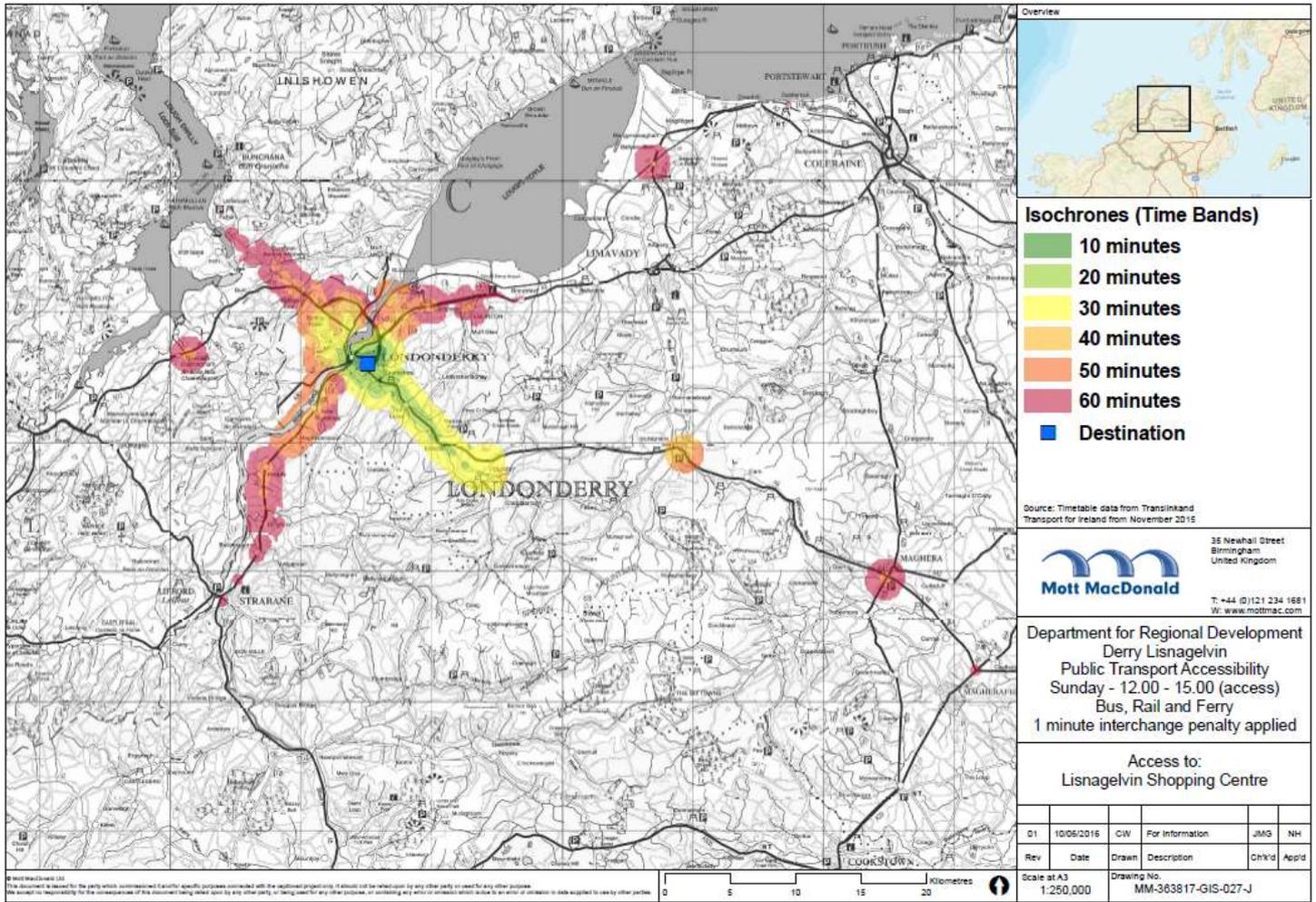
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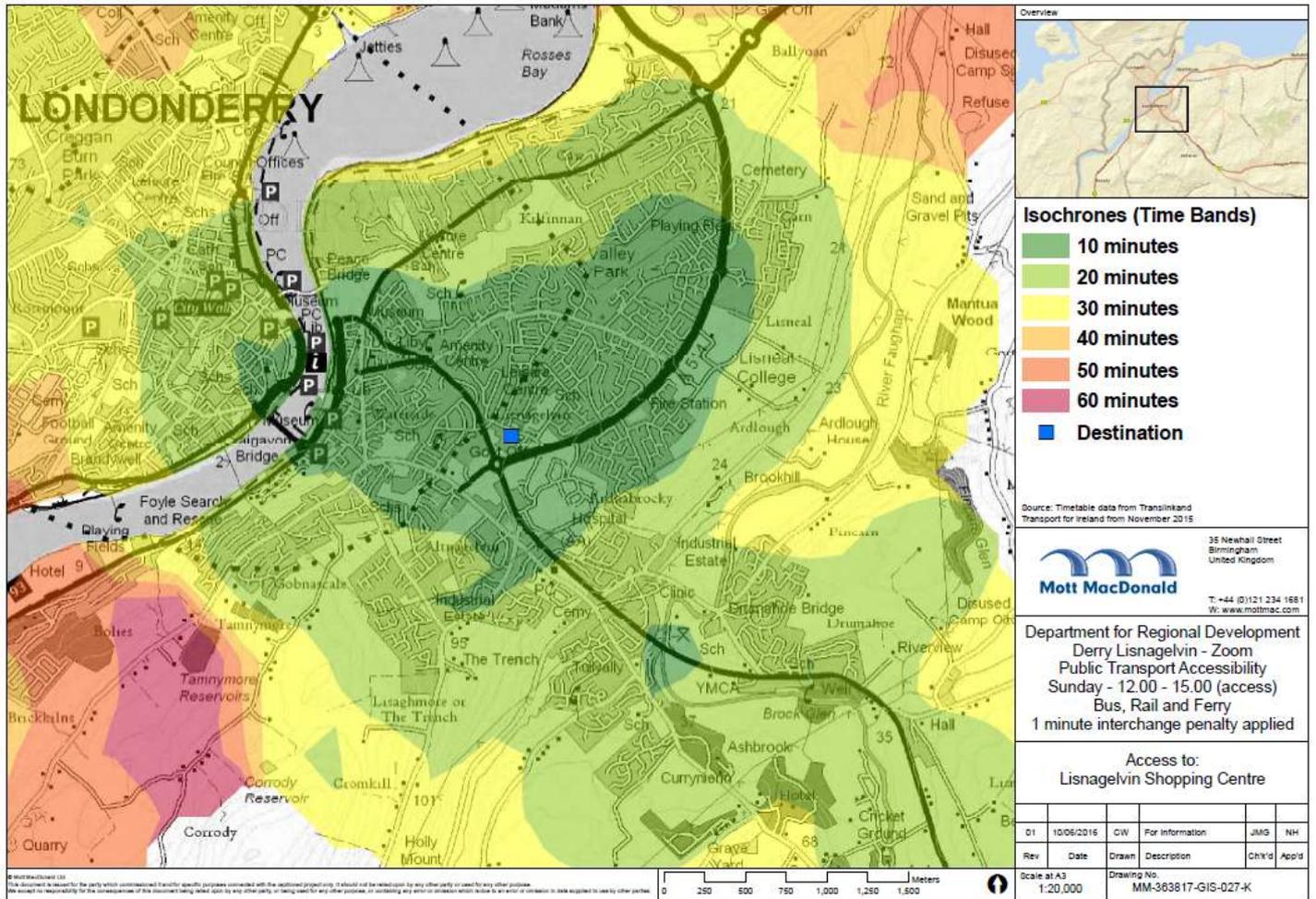
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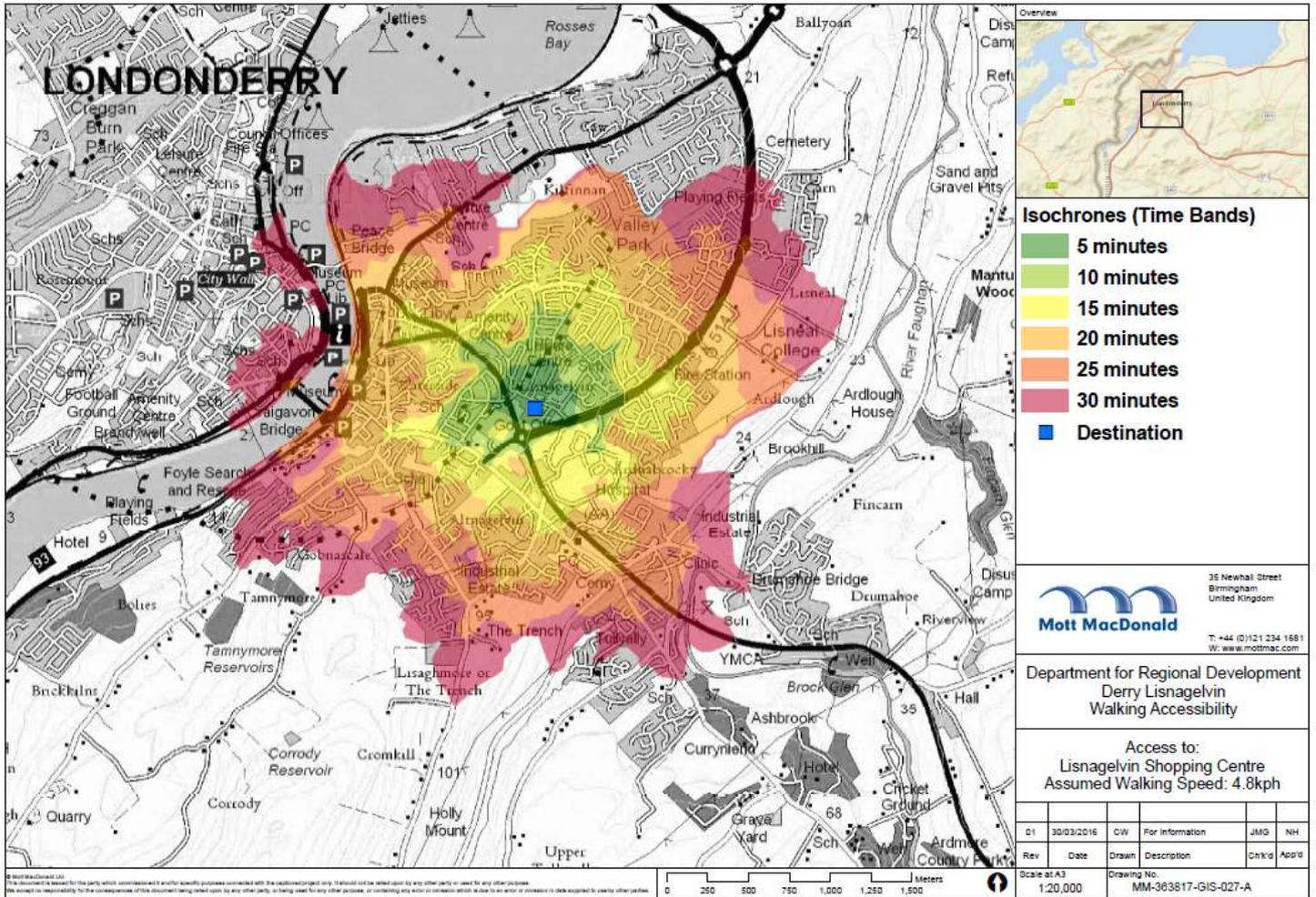
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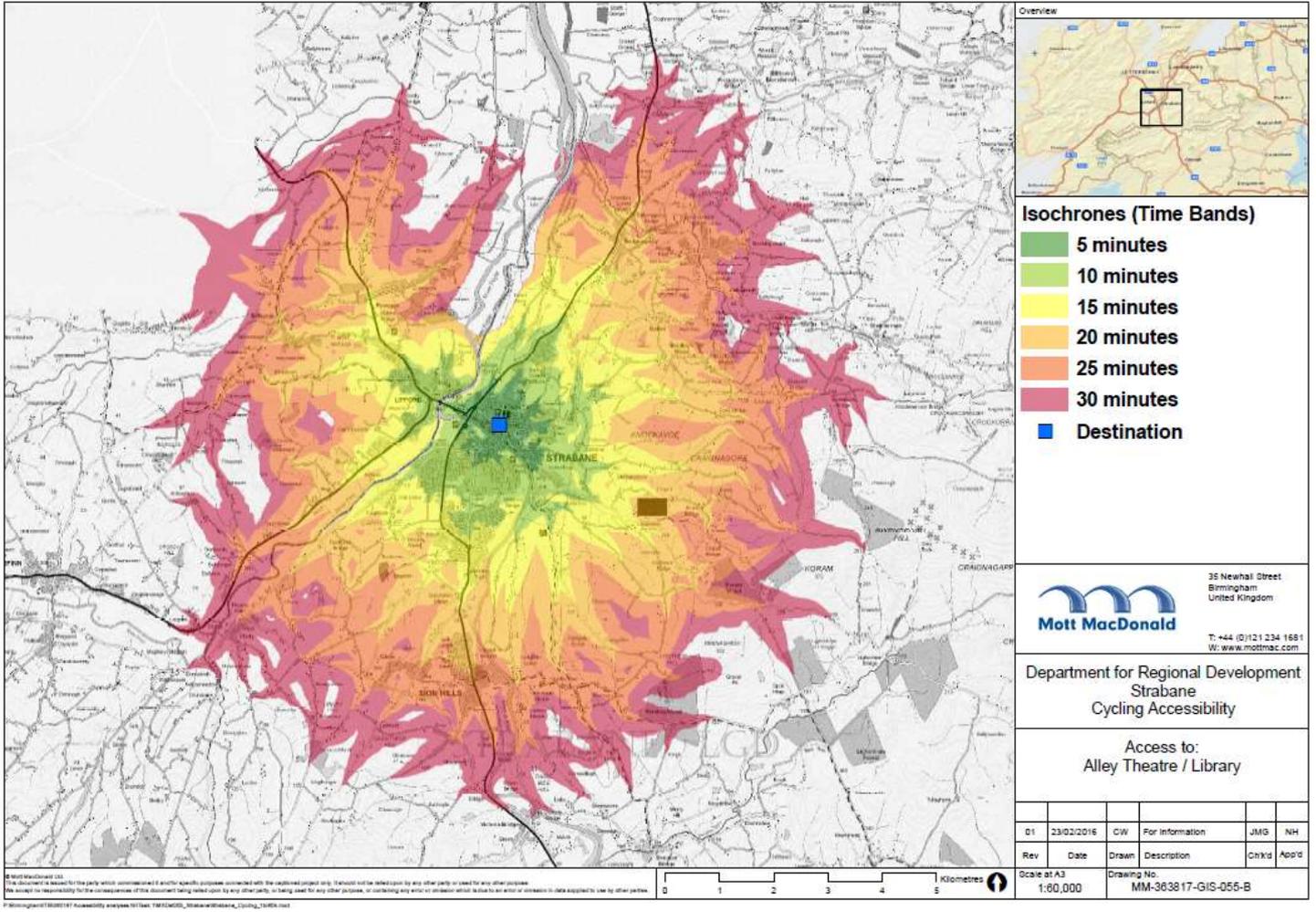
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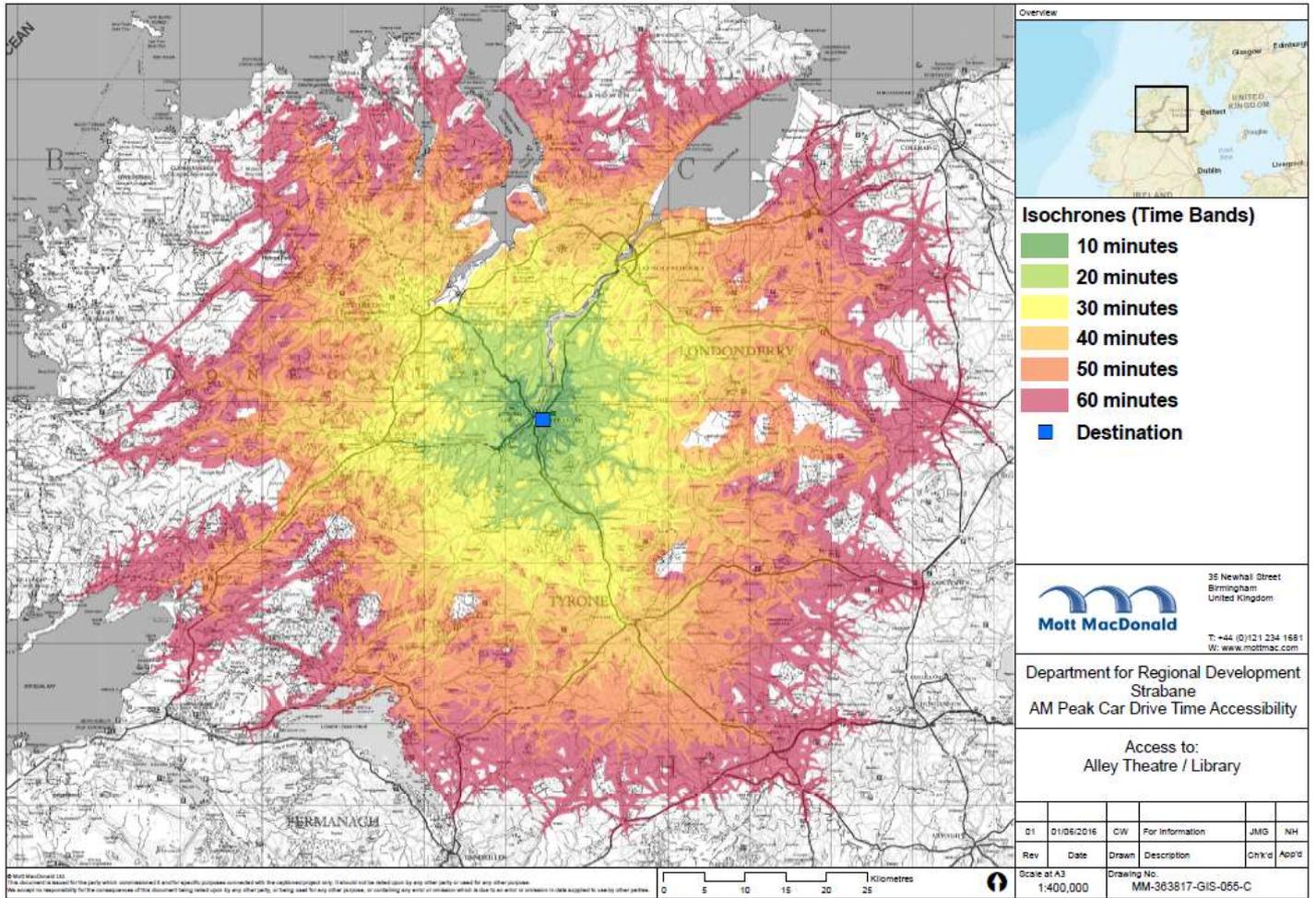
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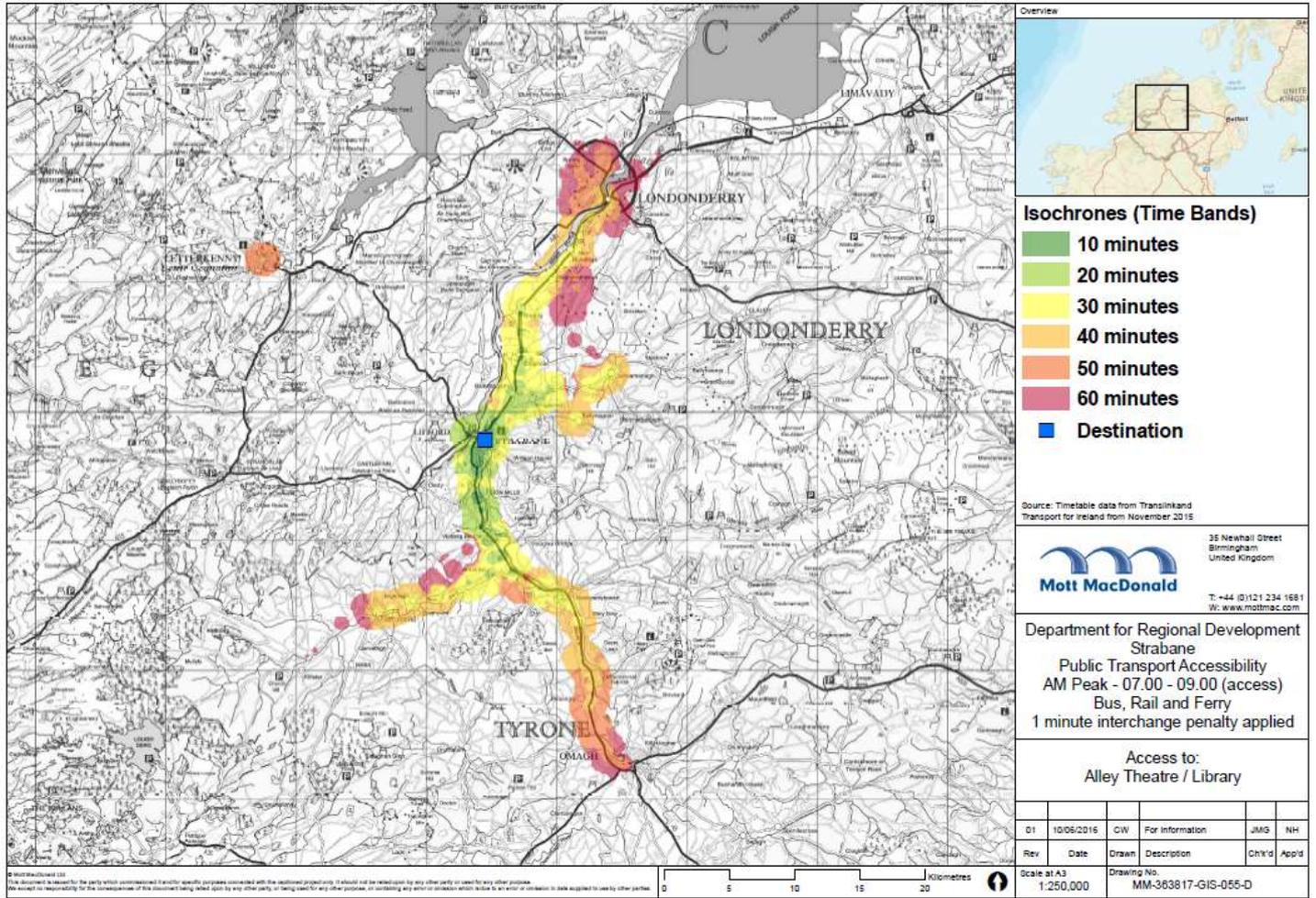
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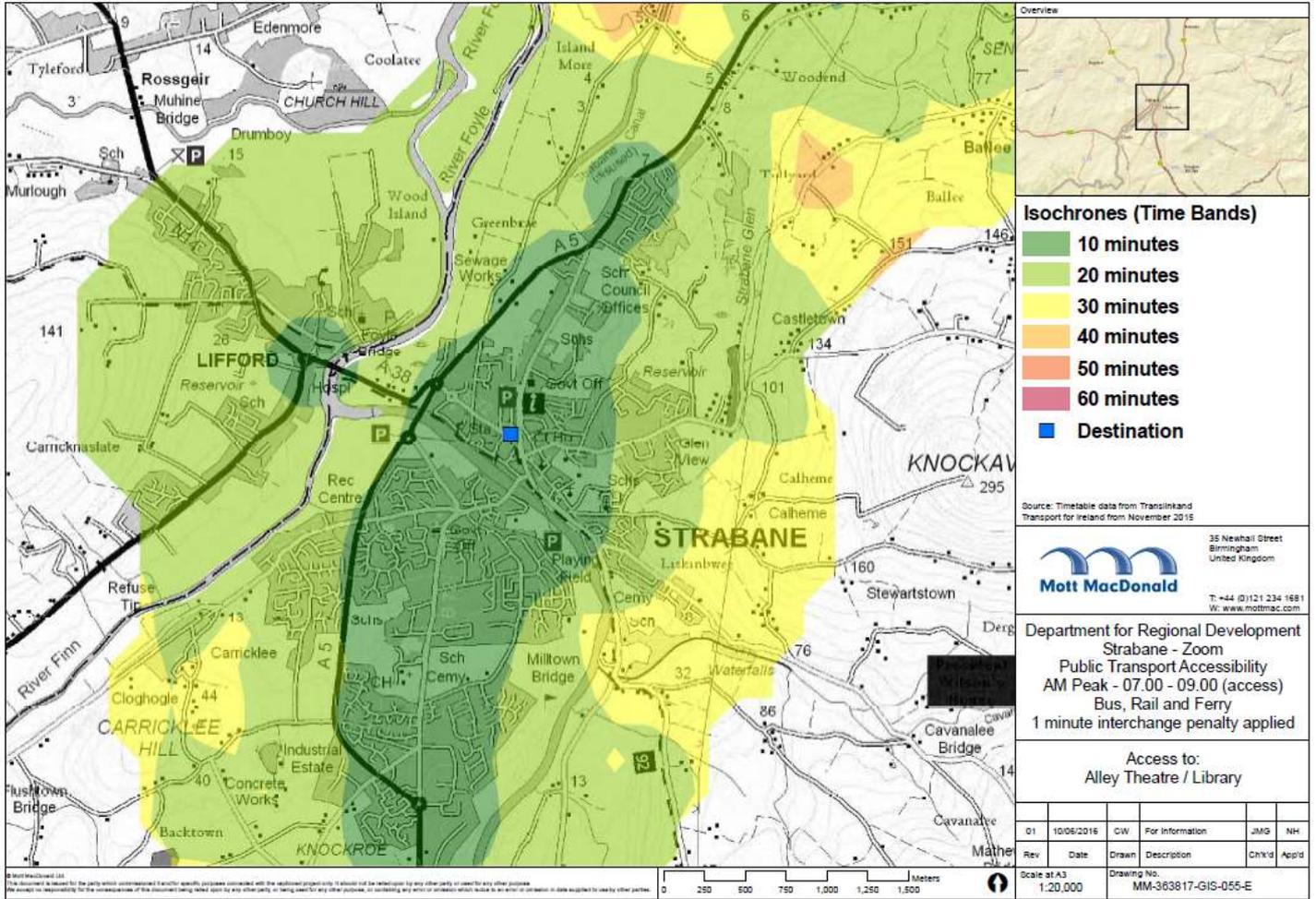
Derry City and Strabane District Council LDP Draft Plan Strategy – Transport & Movement



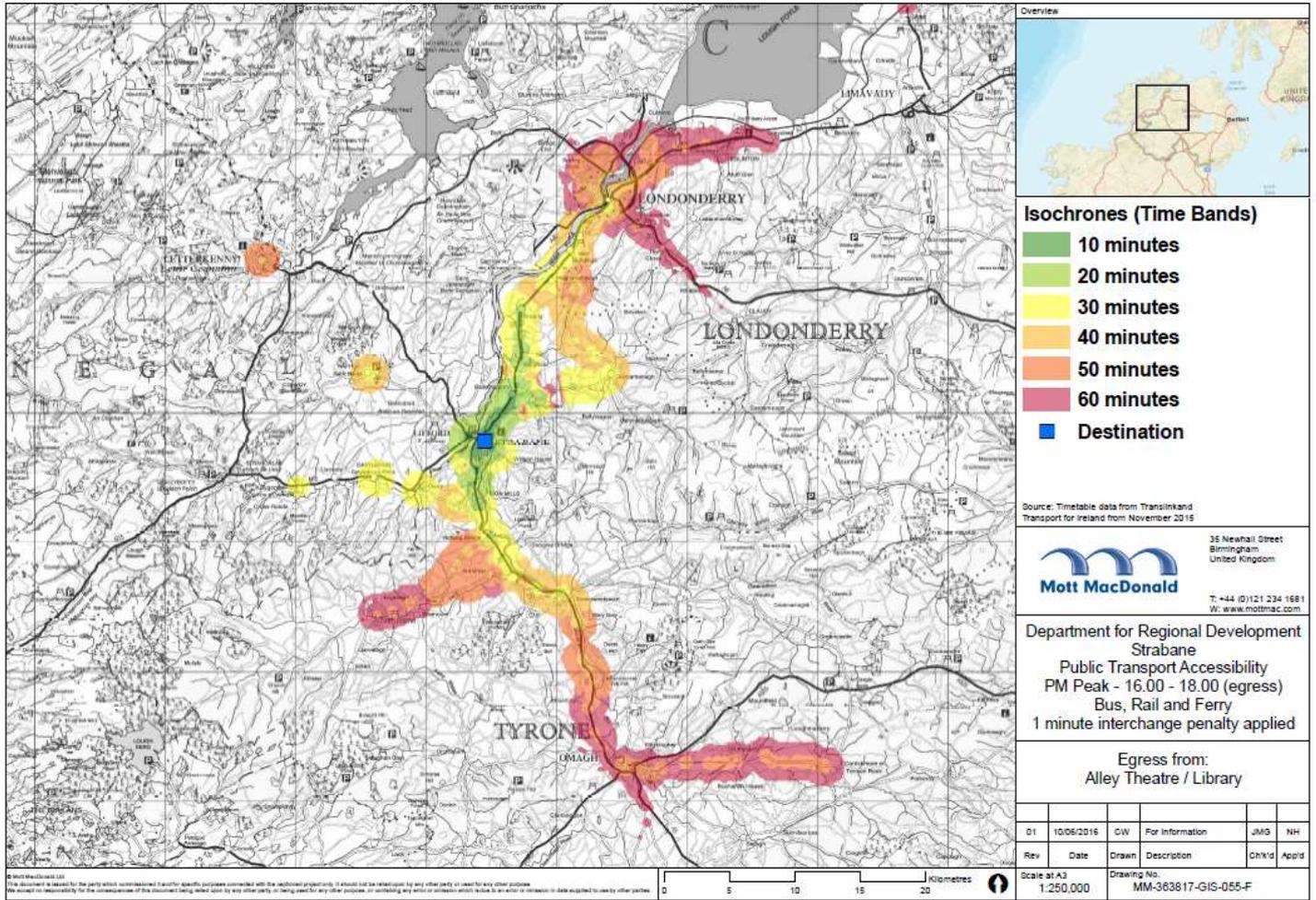
Derry City and Strabane District Council LDP Draft Plan Strategy – Transport & Movement



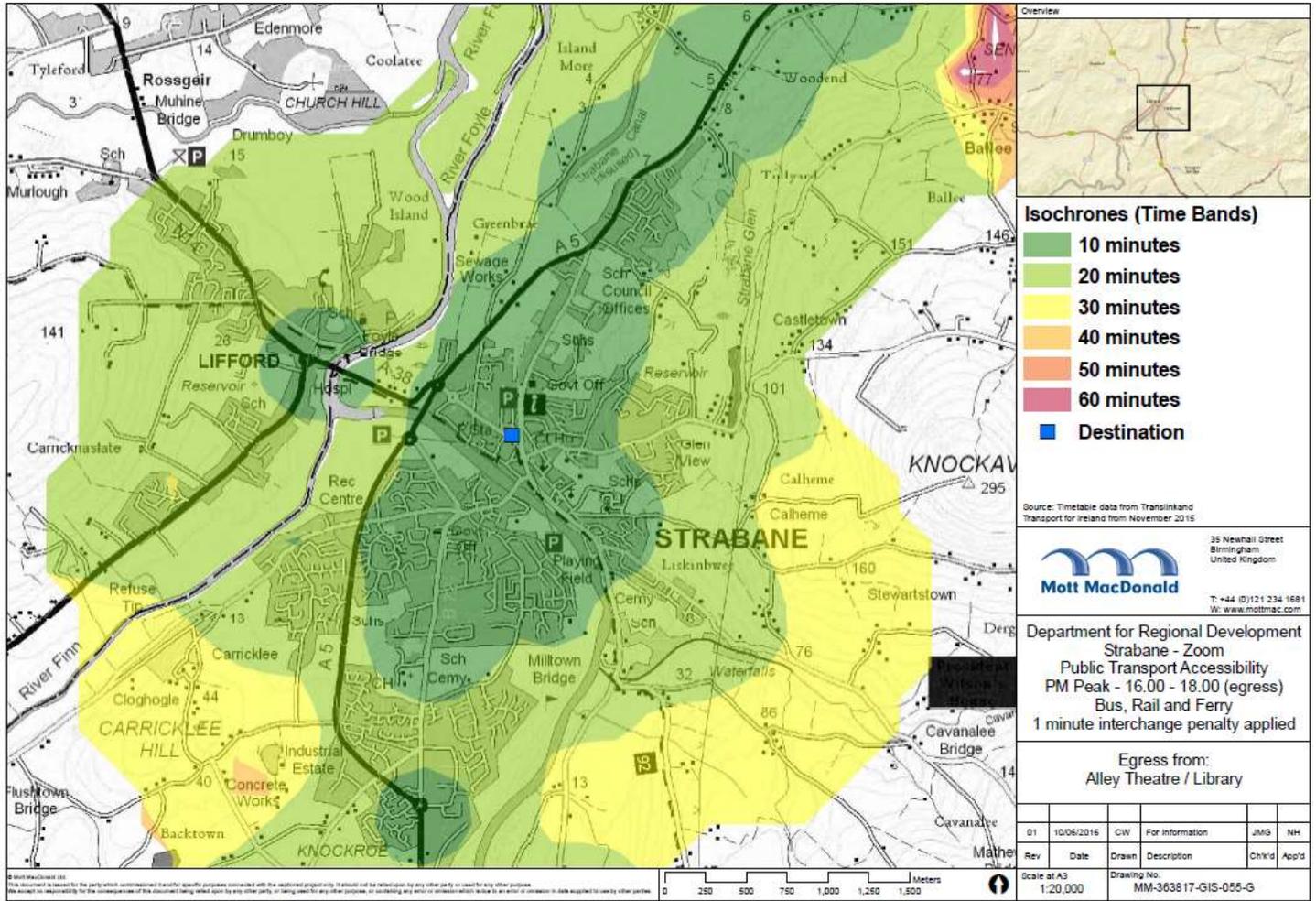
Derry City and Strabane District Council LDP Draft Plan Strategy – Transport & Movement



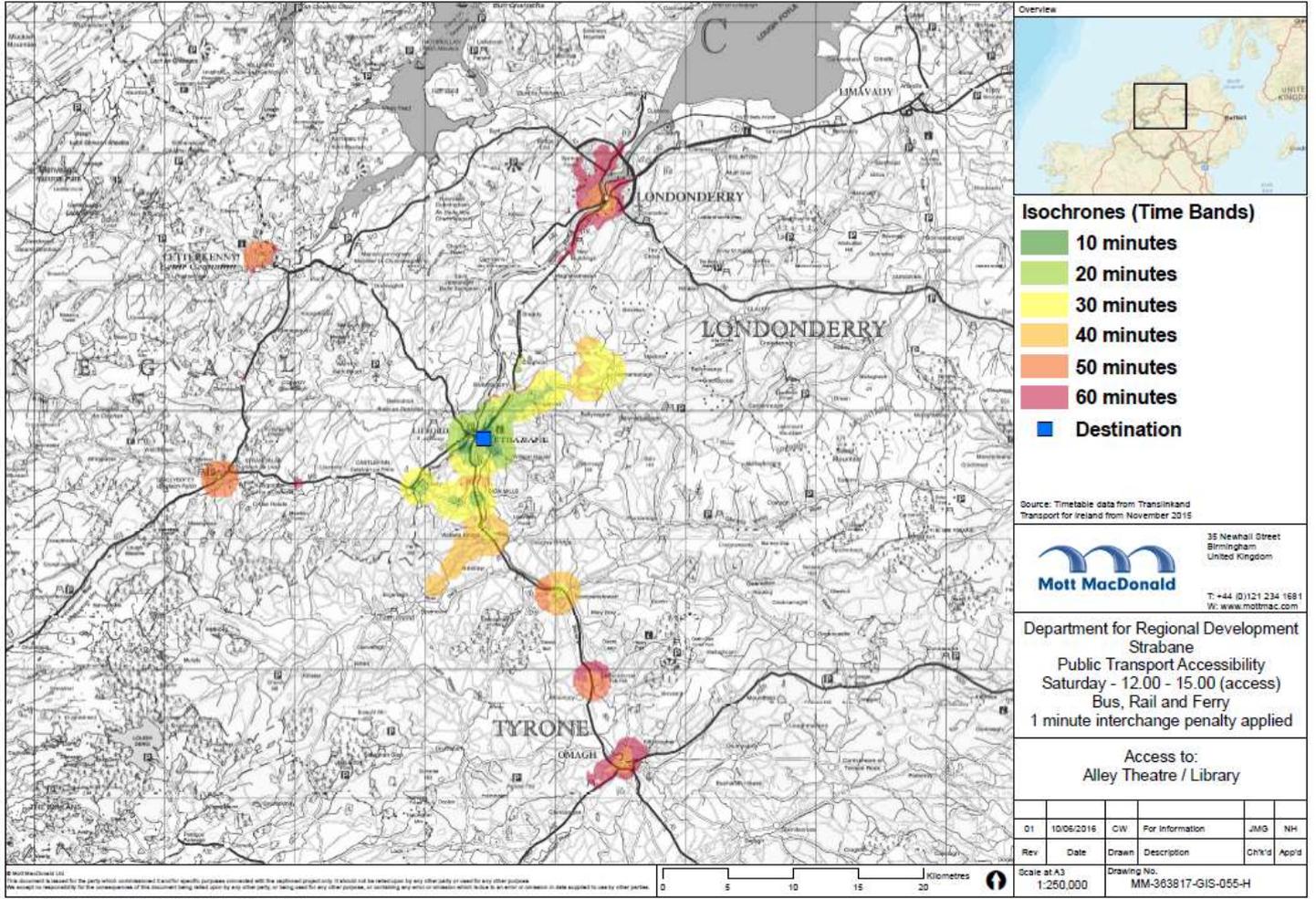
Derry City and Strabane District Council LDP Draft Plan Strategy – Transport & Movement



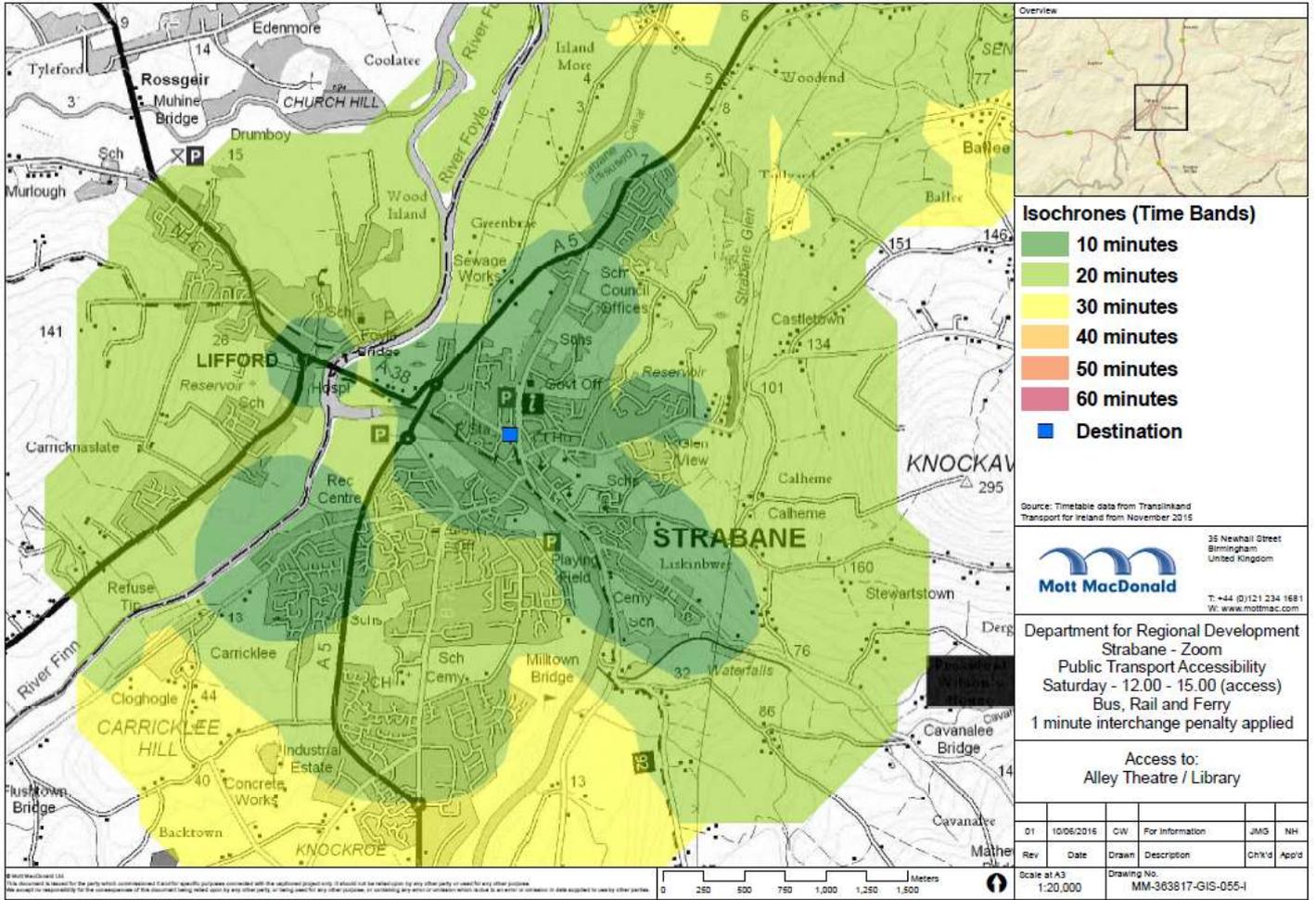
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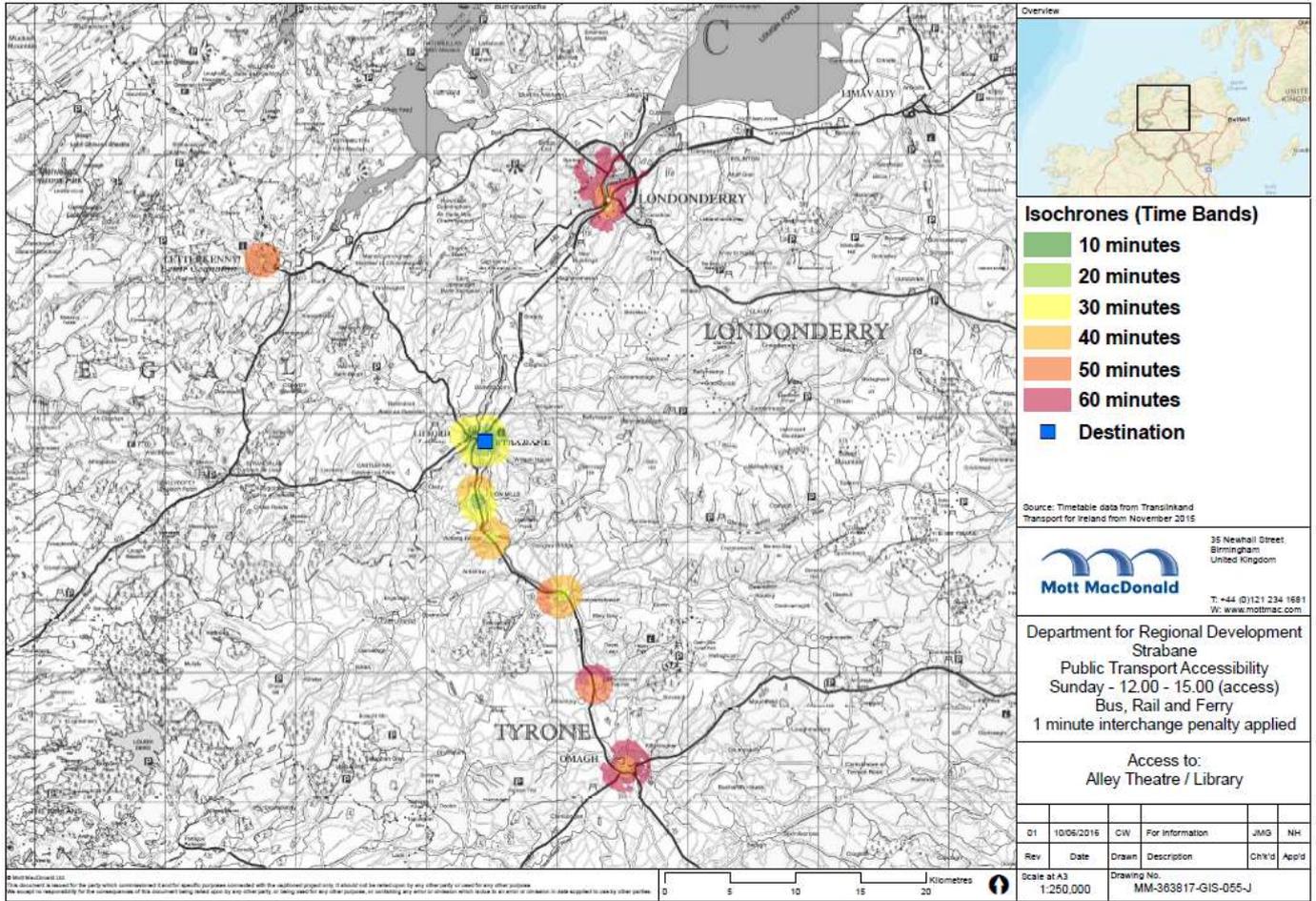
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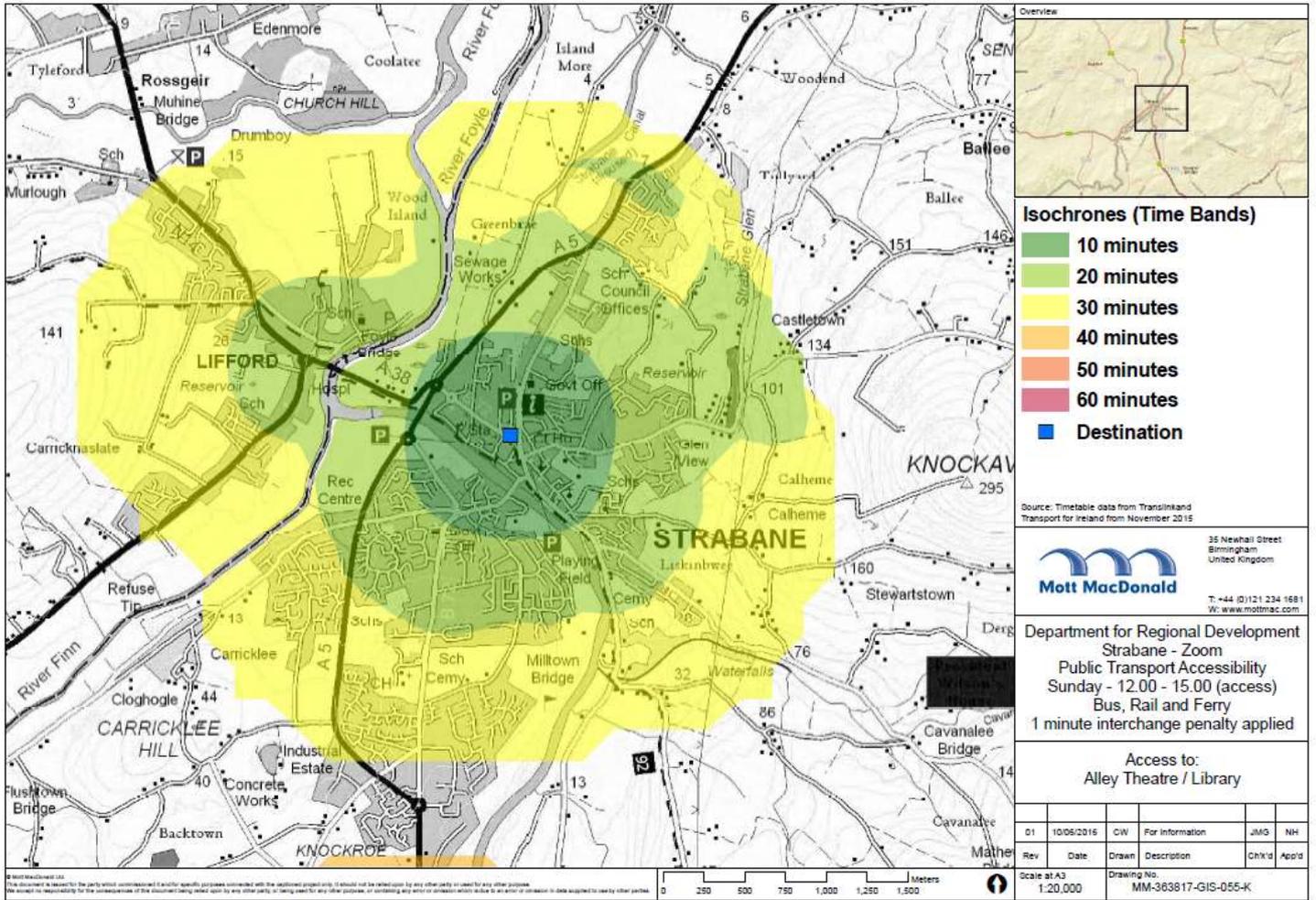
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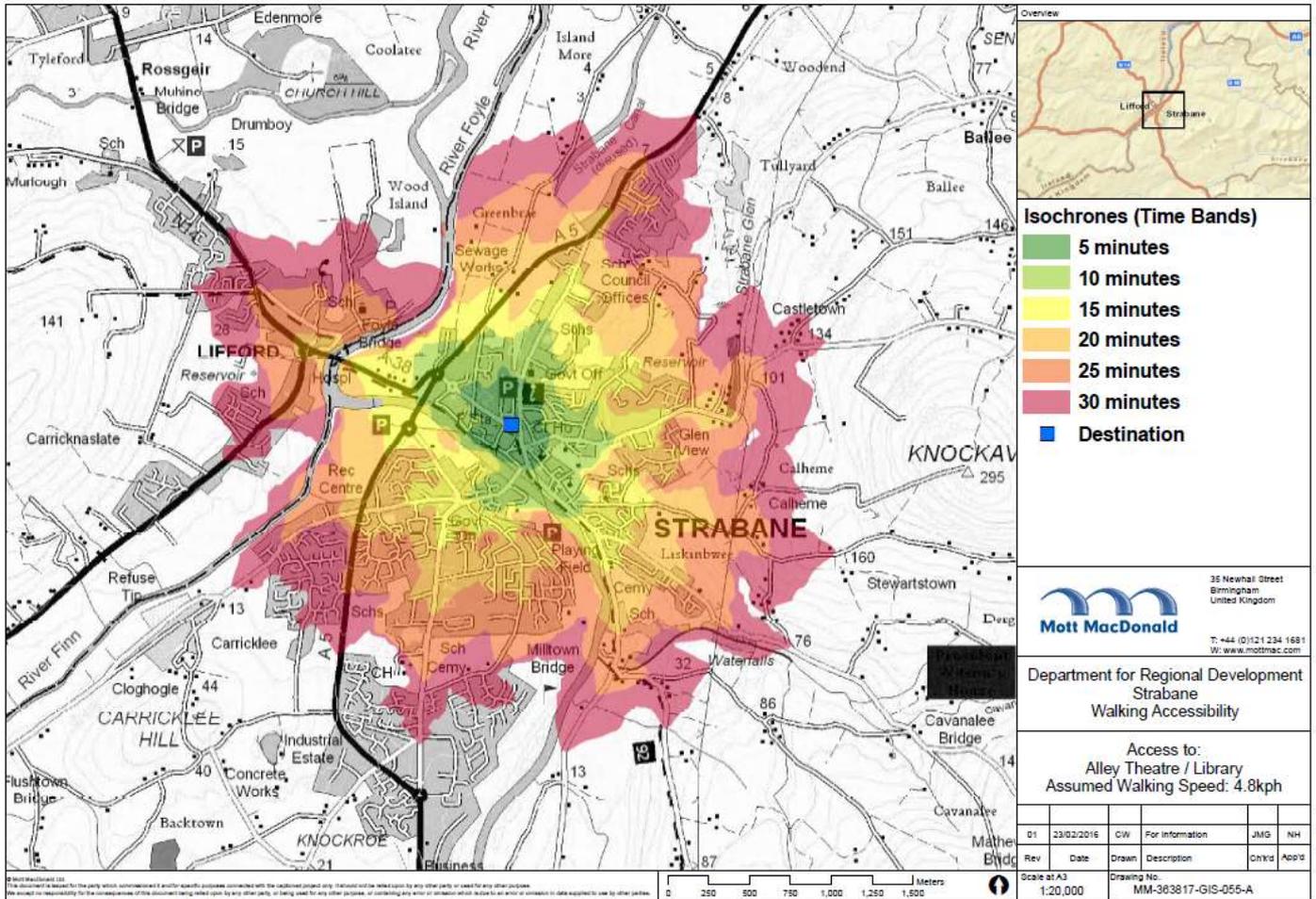
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MAP 2: STRABANE GREENWAYS - EXISTING AND POTENTIAL ROUTES

