



Local Development Plan 2030

Preferred Options Paper

Discussion Paper 11: Transportation

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1.0 Introduction

1.1 The purpose of this paper on Transportation is to provide Members with:

- an overview of the policy framework relating to transportation and the close association within policy of its relationship to the improvement of public health;
- information on existing transportation infrastructure in the Borough and proposed improvements; and
- the role that land use planning can play in sustainable travel, modal shift and associated health benefits.

1.2 In the context of this report, transportation relates to the following modes of travel:

- Walking
- Cycling
- Public Transport (bus, rail, ferry)
- Road

2.0 Public Health and Air Pollution

2.1 The link between air pollution from traffic and concerns about the health impact is documented by other organisations. A report by the Royal College of Physicians and the Royal College of Paediatrics and Child Health: Every Breath We Take: Assessing the Lifelong Impact of Air Pollution (23rd February 2016), estimates that air pollution contributes to about 40,000 early deaths a year in the UK, of which traffic is a contributor:

‘There had previously been a focus on pollution from solid fuel burning, such as coal – which, as a result, fell dramatically. However, this has been replaced by concerns about exposure to pollutants from transport sources, especially cars. Even the “cleanest” of engines can produce nitrogen oxides, ozone and particulates – small specks of matter, such as soot. All three may have a potentially harmful effect on health.’

(Source: www.nhs.gov.uk)

2.2 One of the report’s recommendations to reduce air pollution is through a shift in how people choose to travel:

‘Trying alternatives to car travel or preferably taking the active option: bus, train, walking and cycling’

(Source: <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>)

Causeway Coast and Glens Borough Council Strategy 2015 – 2019

2.3 The importance of improving the Borough’s residents’ health and well being is also embedded in the Council Strategy 2015 – 2019, in which the Council states that its Strategy, through five cross cutting strategic themes, sets out the Council’s priorities over this timescale, and that the Council will work to:

- *Enhance our people's health and wellbeing.* (page 3).

3.0 Regional Planning Context

3.1 A reoccurring theme in planning policy is the need to reduce our carbon footprint and improve air quality with their associated impacts on climate change and public health. A key pledge of the Northern Ireland Executive in the Programme for Government 2011-2015 was:

'to continue to work towards a reduction in greenhouse gas emissions by at least 35% on 1990 levels by 2025'.

3.2 The Draft Programme for Government Framework 2016-2021, Indicator 29: Increase Environmental Sustainability, has Greenhouse Gas Emissions as its Lead Measure. The document refers to the Climate Change Act and its target of 80% reductions, again against 1990 levels, for achievement by the UK as a whole.

3.3 The inter-relationship between these matters and transportation in regional planning policy is demonstrated below:

Table 1: Regional Planning Policy References and the Link with Transportation

Issue	RDS Reference	SPPS Reference
<i>Carbon footprint, climate change, air quality</i>	RG9: Reduce our carbon footprint and facilitate migration and adaptation to climate change whilst improving air quality. The reduction of greenhouse gas emissions from transport is listed as one of the mitigating measures (paragraph 3.26).	Reduced private car use is considered necessary to move towards meeting RDS goal (paragraph 6.295). Improved infrastructure for more sustainable transport modes gives people greater choices. Local design that encourages walking, cycling and the use of public transport to local amenities can reduce the need for private car use (paragraph 6.294).
<i>Promotion of development in sustainable locations</i>	SFG 10: Identify and consolidate the roles and functions of settlements within the clusters. SFG 11: promote economic development opportunities at hubs. SFG 12: grow the population in the hubs and clusters of hubs. Diagram 2.3: Spatial Framework for Northern Ireland.	Regional Strategic Objectives for transportation and planning in paragraph 6.297 include the promotion of sustainable patterns of development which reduces the need for motorised transport, encourages active travel, and facilitates travel by public transport in preference to the private car.

i. Regional Development Strategy 2035 (RDS 2035)

- 3.4 The RDS aims to reduce car use in urban areas by focussing development in settlements so that services and facilities are close to where people live. It also acknowledges the importance of good transportation infrastructure to the local economy. Regional Guidance 2 (RG 2) titled: Deliver a Balanced Approach to Transport Infrastructure, advises:

‘To remain competitive in the global market it is important to continue to promote transport which balances the needs of our environment, society and economy. The focus is on managing the use of road and rail space and how we can use our network in a better, smarter way. The new approach to regional transportation will develop this further.’
(paragraph 3.4, page 33)

- 3.5 The RDS identifies, in Diagram 3.3: Regional Strategic Transport Framework for Northern Ireland, the area’s key transport corridors, link corridors, trunk roads, railways, ports and airports.

Diagram 1: RDS – Regional Strategic Transport Network



ii. The Strategic Planning Policy Statement (SPPS)

- 3.6 The linkage between planning and improving people's health and well being in Northern Ireland is set out in The SPPS. In its section, Improving Health and Well Being at the beginning of the SPPS, it advises that:

'The planning system has an active role to play in helping to better the lives of people and communities in Northern Ireland and in supporting the Executive's key priority of improving health and wellbeing.' (paragraph 4.3, page 15)

- 3.7 The SPPS notes the influence that well planned places can have on the travel choices people make:

'It is widely recognised that well designed buildings and successful places can have a positive impact on how people feel. The way in which places and buildings are configured, patterns of movement in the space around us and the level of access to quality open space are all factors that can make us feel good. Successful places also influence the choices we make which may contribute positively to improving our health and well-being e.g. whether to walk or cycle, or whether to stay longer in a good place.' (paragraph 4.4, page 15)

- 3.8 Further, the SPPS advises:

'Where appropriate, councils may bring forward local policies that contribute to improving health and well being' (paragraph 4.6, page 16)

- 3.9 The SPPS points to how planning can influence travel and transport to improve health:

'When plan-making and decision-taking, planning authorities should contribute positively to health and well being through:

- *Providing for safe and secure age friendly environments;*
- *Better connected communities with safe pedestrian environments;*
- *Better integration between land- use planning and transport; and,*
- *Supporting broader government policy aimed at addressing for example obesity, and health and well being impacts arising through pollution.'*

(paragraph, 4.5, pages 15 & 16)



Market Street, Limavady, pedestrian areas provide safe traffic free zones to access shops and services.

3.10 The interlinkages between transportation and health and well being is demonstrated in the Diagram 1 taken from the section on Core Planning Principles, which is reproduced below:

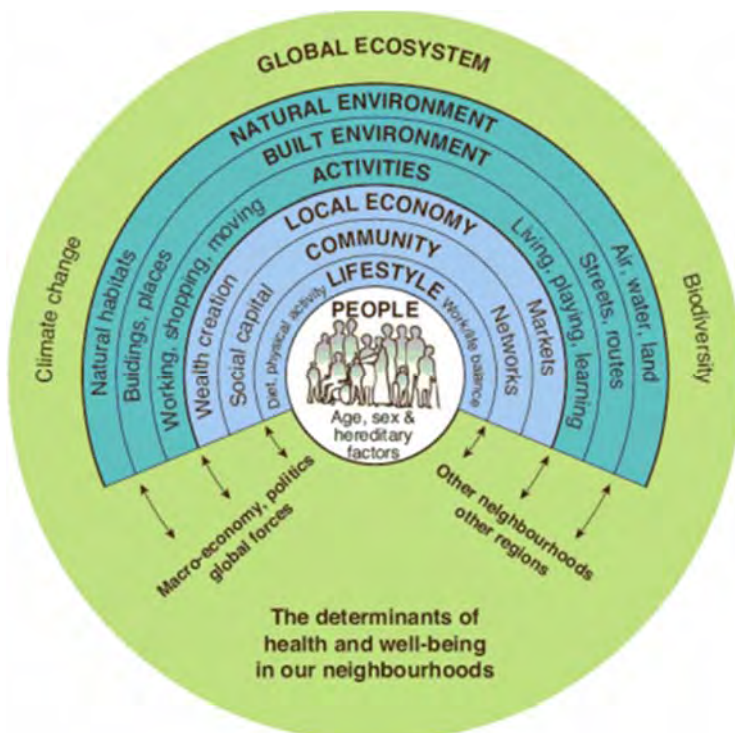


Diagram 2: SPPS - The Determinants of Health and Well Being in Our Neighbourhoods

Source: (SPPS, page 16)

- 3.11 The SPPS advocates an integrated approach to transport and land use to meet the objective of sustainable development and its societal benefits:

‘Planning has a vital contributing role for improving connectivity and promoting more sustainable patterns of transport and travel.’ (Paragraph 6.293, page 106)

Regional Strategic Objectives

- 3.12 The Regional Strategic Objectives for transportation and land use planning (paragraph 6.297, pages 106-107) are to:

- *Promote sustainable patterns of development which reduce the need for motorised transport, encourages active travel, and facilitates travel by public transport in preference to the private car;*
- *Ensure accessibility for all, with the needs of people with disabilities and others whose mobility is impaired given particular consideration;*
- *Promote the provision of adequate facilities for cyclists in new development;*
- *Promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion;*
- *Protect routes required for new transport schemes including disused transport routes with potential for future reuse;*
- *Restrict the number of new accesses and control the level of use of existing accesses onto Protected routes; and*
- *Promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.*

Local Development Plans (LDPs)

- 3.13 LDPs should assess the transport needs, problems and opportunities within the plan area, and ensure that appropriate consideration is given to transportation issues in the allocation of land for future development including appropriate integration between transport modes and land use. The SPPS advises that councils should seek early engagement with the Department for Infrastructure (DfI) and take account of regional transportation documents and plans (paragraph 6.299, page 107).
- 3.14 LDPs should identify high use travel networks and consider infrastructure improvements to encourage the use of more sustainable modes. In particular, in urban areas enhanced priority should be provided to:
- Pedestrians,
 - Cyclists, and
 - Public transport,

and an appropriate parking provision which is managed should assist in reducing the number of cars in urban areas.

3.15 Transportation issues to be addressed in the LDP (paragraph 6.301, pages 107-110) include:

- **Land use allocations and associated transport infrastructure:** land allocations for development in proximity to existing or planned provision of services such as shopping, employment, health and educational facilities can greatly assist in reducing car dependency as well as enhancing the vitality of the development. The LDP should provide the means to promote, influence and deliver a shift to more sustainable travel modes within a council area, for example, high density and mixed use development and tourist amenities should be steered towards locations benefitting from good accessibility to public transport provision and, wherever feasible, by walking and cycling also.

The efficient movement of freight and storage is of significant economic importance. LDPs should allocate land for distribution and storage facilities at locations such as the edge of urban areas that are readily accessible to the Regional Strategic Transport Network and should, where feasible, take account of the potential for use of the railway freight.

3.16 LDPs should also identify the following for information and, where appropriate, to safeguard them from development that would be likely to jeopardise their implementation:

- **New Transport Schemes, Walking and Cycling:** New transport schemes (including major proposals for road, rail and public transport provision, park and ride proposals and cycle/pedestrian networks) or planned improvements to the transport network.



The Millennium Bridge, opened in May 2001, plays a valuable role in diverting pedestrians and cyclists away from the busy road bridge and provides a safe route across the River Bann.

- **Disused Transport Routes:** such as former railway lines and canals where there is a reasonable prospect of reuse for future transport purposes. Where this is not the case, consideration should be given as to whether protection should be afforded through the plan for alternative purposes such as a recreational, nature conservation or tourism related use.
- **Protected Routes:** The regional policy in relation to Protected Routes is to restrict the number of new accesses and control the level of use of existing accesses onto them. The SPPS also provides policy relating to motorway service areas, development outside of settlements where it accords with policy, and development within settlements where a protected route passes through. Where appropriate, usually for road safety or traffic flow reasons, the LDP may contain additional local policies to apply further restrictions.
- **Car Parks and Parking**
The SPPS provides specific guidance in relation to car parks and parking provision. As part of preparing an overall car parking strategy, councils should bring forward local policies to ensure adequate provision for car parking within new developments and appropriate servicing arrangements. LDPs should also consider and identify park and ride/park and share sites where appropriate. LDPs should recognise the role of car parking in influencing modal choice between private car and public transport. Further, LDPs should consider a range of initiatives such as designating areas of parking restraint, reducing the supply of long term parking spaces, pricing policy, land use measures and innovative work practices.

iii Other Department for Infrastructure Information

3.17 Other transport related publications include:

- Parking Standards, published in February 2005, which sets out the standards that the Department will have regard to in assessing proposals for new development;
- Transport Assessment, published in November 2006. A Transport Assessment is a comprehensive review of all the potential impacts of a proposed development or redevelopment, with an agreed plan to mitigate any adverse consequences;
- Development Control Advice Note (DCAN) 15 – Vehicular Access Standards , published in August 1999, sets out standards on matters such as visibility and the location of accesses;
- DCAN 11 – Access for People with Disabilities (1991) and Draft DCAN 11 – Access for All: Designing for an Accessible Environment (2003). The focus of these is on people with disabilities, but the creation of a more accessible and hospitable environment will benefit other users;

- PPS 3: Access, Movement and Parking, published in February 2005. This provides policies for vehicular and pedestrian access, the protection of routes, and parking.
- PPS 13: Transportation and Land Use, published in February 2005 also. This was prepared to assist in the implementation of the RDS and the integration of these two matters

4.0 Other Regional Guidance: Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation

- 4.1 This document, by the former Department for Regional Development, [now the Department for Infrastructure (DFI)] was published in 2012. It sets out how the Department for Infrastructure will develop regional transportation beyond 2015. Developing themes in the RDS 2035, the New Approach lists three High Level Aims for transportation which cover the economy, society, and the environment, along with essential supporting Strategic Objectives. The New Approach aims to ensure that travel and transport are as sustainable as possible. The document recognizes the importance of greener modes of transport:

‘Good quality, affordable public transport, together with a safe and secure pedestrian and cycling environment can deliver health and social benefits and are therefore, important to social inclusion’ (paragraph 1.4, page 11)

- 4.2 The document acknowledges that growth has to be balanced with the needs of people and protection of the environment:

‘While economic growth is the Executive’s top priority, determined efforts to protect or enhance the environment are also required. Ultimately, reducing emissions and realising more sustainable transport arrangements will require significant changes in travel behaviour and difficult decisions as to how we prioritise and maximise the use of finite road space’ (paragraph 1.5, page 11)

- 4.3 The three High Level Aims, and Strategic Objectives (page 20) are shown in Table 2:

Table 2: Aims and Objectives of Ensuring a Sustainable Transport Future

Support the Growth of the Economy	Enhance the quality of life for all	Reduce the Environmental Impact of Transport
1: Improve connectivity within the region 2: Use road space and railways more efficiently 3: Better maintain transport infrastructure 4: Improve access in our towns and cities	7: Improve Safety 8: Enhance Social Inclusion 9: Develop transport programmes focussed on the user	10: Reduce Greenhouse gas emissions from transport 11: Protect biodiversity 12: Reduce water, noise and air pollution.

5: Improve access in rural areas 6: Improve access to key tourism sites		
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The Diamond, Coleraine. Town centres are a daily focus of journeys by residents and visitors. The Strategic Objectives within 'A New Approach' seek to bring communities together by designing transport networks to key services and facilities and make sustainable modes of transport safer and more desirable.

- 4.4 Strategic Objective 2, **Use road space and railways more efficiently**, places an emphasis on the movement of people and goods rather than vehicles, with improved public transport and reduced congestion through cycling, walking and car sharing for longer journeys. The document states that this will:

'Reduce the number of journeys made by car. This will reduce demand on the network, allowing it to work more efficiently; assist in better movement of freight; reduce emissions; improve health by increasing levels of physical activity' (page 25)

- 4.5 Strategic Objective 7 **Improve safety**, acknowledges that making public transport, walking and cycling desirable means improving the provision, safety, and infrastructure around these modes of transport.

- 4.6 Strategic objective 6 , **Improve connections to key tourism sites**, advises of the need for good connections to tourism sites and the need to protect tourism assets:

‘Many of our tourism sites are in environmentally sensitive areas. Access must be carefully planned to ensure it is appropriate to the area and that environmental impacts are minimised. (page 26)

- 4.7 Strategic Objective 8, **Enhance social inclusion**, aims to design transportation networks to bring communities together to provide access to key services and facilities particularly by sustainable modes.

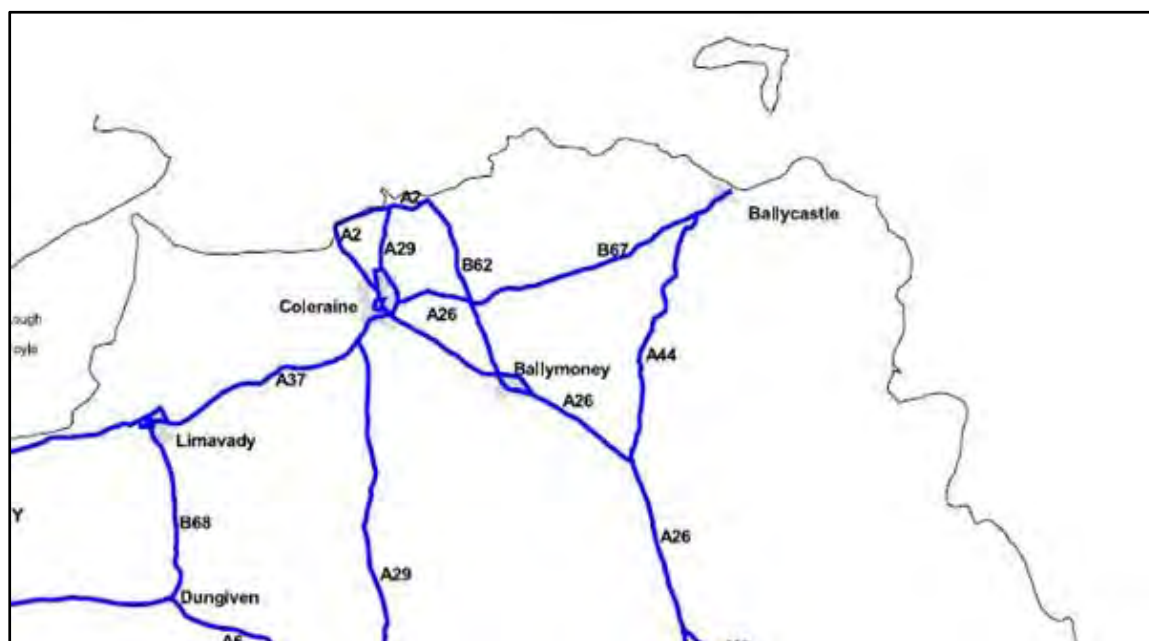
- 4.8 Strategic Objective 12, **Reduce water noise and air pollution**, particularly in urban areas, the ‘New Approach’ acknowledges the impact noise and pollution from transport can have on the quality of life and health of communities and the need to address these issues.

5.0 Existing Transportation Facilities and Proposed Improvements in the Borough

i. Protected Routes

- 5.1 Protected routes are designated by Transport NI. They are the main arteries for vehicular traffic throughout Northern Ireland, and are identified to maintain the efficiency and safety of the main road system between the region’s towns, where normally additional accesses or development that would intensify the use of existing accesses are not approved. As Diagram 1 from the RDS (Spatial Framework) reproduced on page 6 of this paper illustrates, roads through the Borough link it with Northern Ireland’s two major urban areas of Belfast and Londonderry, and the other gateways including the ports and airports. Protected routes provide strategic routes for heavy freight vehicles. They are important to the local economy and meet Strategic Objective 1 **Improve connectivity** of ‘A New Approach’. Planning policy AMP 3 as contained within Planning Policy Statement 3 (PPS 3) Access Movement and Parking and Annex 1 of PPS21 with an amendment to AMP 3 are the specific policy for Protected Routes.

Map 1: Protected Routes within the Borough (Source, PPS 3)



5.2 The following Protected Routes lie within the Borough as shown in **Map 1: Protected Routes in Northern Ireland**, within the wider network of protected routes:

- A26, Coleraine to Ballymena
- A44, From A26 to Ballycastle
- B62, Ballymoney to Portrush
- B67, Coleraine to Ballycastle
- A29, Coleraine to Portrush, Coleraine to Garvagh, Maghera
- A2, Coleraine to Portstewart, Portrush
- A37, Coleraine to Limavady
- B68, Limavady to Dungiven
- A2, Limavady to Londonderry
- A6, Maghera to Dungiven, Londonderry.

ii. Key Strategic Road Proposals within the Borough

5.3 The following road proposals are either presently being executed or are contained in the Transport NI's Regional Strategic Network Transport Plan 2015.

A26 Dualling of the Frosses Road

This road scheme is currently in progress and expected for completion in summer 2017. This will provide an improved main route between the Borough and Belfast. This route is particularly heavily used for work travel and by visitors to access the most popular tourist attractions on the North Coast. This dualling scheme runs for approximately 8km with around half of this within the Causeway Coast and Glens Council area. See Appendix 1 for the route.

Ballykelly Bypass

The A2 is part of the Northern Transport Corridor, linking Belfast to Londonderry via Coleraine. The Ballykelly Bypass scheme has been identified to relieve congestion in Ballykelly and provide a continuous journey along the Northern Corridor. The Ballykelly Bypass has been identified for the Northern Corridor in the Regional Strategic Transport Network Transport Plan 2015 (RSTN TP) and is included in the Investment Delivery Plan (IDP) for Roads. Construction is not expected to commence until near the end of the Investment Strategy period (2017/2018). See Appendix 2 for the route.

A6 Dungiven Bypass

Road Improvements have been identified to follow a corridor based around the line of the existing A6 road between Castledawson and Drumahoe, part of which runs through the Causeway Coast and Glens Council area. A new bypass has been recommended by Transport NI for Dungiven to the south of the town. Transport NI has recommended that the Dungiven bypass should be taken forward at an early stage to provide improved journeys for strategic traffic through overtaking opportunities. The bypass will relieve the centre of Dungiven of heavy traffic thus reducing pollution levels to the communities along the route. As Members will recall from the previous Public Utilities paper, Main Street Dungiven is the only area where air quality is presently monitored in the Borough due to the high nitrogen dioxide levels along it. There is currently no funding or start date for this scheme. See Appendix 3 for the route.

- 5.4 Other schemes which have been identified by TransportNI, but for which there is currently no funding or no start date include:

Gortcorbies Climbing Lane A37

A proposal to provide a climbing lane on the A37 Broad Road at Gortcorbies between Limavady and Coleraine just to the north of the existing road to deliver a 2.4 kilometre length of climbing lane, to provide an overtaking opportunity that would reduce queues and the potential for collisions on this steep section. The scheme would mirror the existing lane on the Coleraine side of the mountain on the same road.

A26 Ballymoney bypass

A need has been identified by TransportNI and shown in NAP 2016 for dualling along the line of the existing A26 Ballymoney bypass which experiences high traffic volumes.

iii. Public Transport

5.5 Public transport is provided primarily by Translink, with bus and rail services within the urban areas and linkages between the Borough's main towns and beyond the Borough's administrative area. Bus stations are located at:

- Coleraine town centre, and
- Limavady town centre,

Rail stations are located in:

- Coleraine town centre beside the bus station,
- Ballymoney to the south of the town centre, and
- Portrush immediately to the south of the town centre.

5.6 Coleraine is the only town to have an integrated rail and bus station. Rail platforms are also located on the Coleraine to Portrush line at the University to the north of Coleraine and at Dhu Varren to the south of Portrush. These provide the opportunity for local trips to be undertaken using an alternative means of public transport to the car. There are also rail platforms at Castlerock and Bellarena on the main rail line again providing transport choice for these settlements and the surrounding areas. Appendix 4 shows the rail, bus and ferry routes within the Borough and the wider area.

iv Park and Ride/Park and Share Facilities

5.7 The Borough's two railway stations at Ballymoney and Coleraine have park and ride facilities associated with them. Ballymoney station lies just outside of the town centre, and Coleraine station lies within the town centre, offering the opportunity for linked trips to other services and facilities.

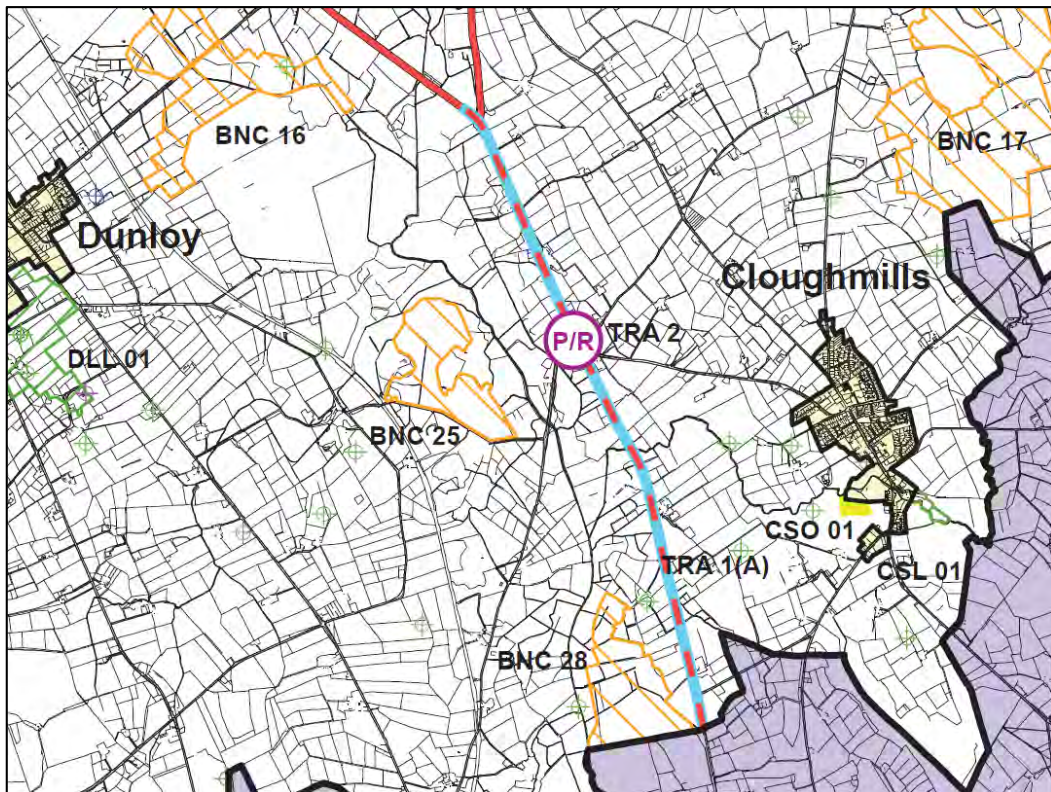
Table 3: Park and Ride Facilities at Railway Stations

Train Station	Parking Spaces	Disabled Spaces	Bicycle Spaces
Ballymoney	60	2	
Coleraine	74	4	36

Source: Translink

5.8 There is an existing park and share area at Scriggan Park, Limavady. A park and ride/park and share facility is proposed at the Killagan Road/Frosses Road/Drumadoon Road junction in association with the A26 dualling from Glarryford to Ballycastle fork scheme, which is due for completion in the summer of 2017 (see Map 2 below). Goldliner services operate along this route and the aim of the Transport NI designation is to encourage a modal shift from cars to public transport and to facilitate car sharing. The site could provide between 50 and 100 spaces.

Map 2: Location of Proposed Park and Ride Facility along A26 Route



(Source: DNAP 2016)

- 5.9 With high visitor numbers to the Giant's Causeway, there is also a seasonal park and ride bus facility in Bushmills (opposite the Bushmills Inn) which operates every 20 minutes from the town to the Causeway, between the months of March and October,.

v. Community Transport

- 5.10 Rural transport is also provided by Rural Community Transport Partnerships. The North Coast Community Transport is a non-profit making organisation, which is registered as a charity. It aims to provide affordable, accessible transport to individuals and groups within the Council area. The service provides transport for individuals and groups. Customers who are unable to, or have difficulty accessing local basic services due to the lack of transport may avail of a Dial a Lift service, or an alternative service that caters for the individual passenger which is not funded. Group travel, either with or without a driver, caters for a wide variety of groups which includes luncheon clubs, youth clubs, after school clubs, sports clubs and women's groups. Appendix 5, 6, 7 and 8 provides details of the routes provided by North Coast Community Transport.

vi. Ferry Services and Ports

- 5.11 Ferry services operate between Ballycastle and Rathlin Island and between Magilligan near Limavady and Greencastle in Donegal. The service between Ballycastle and Rathlin is a regular, year round service with both a passenger and vehicle service, and provides an invaluable connection for the islanders. The Magilligan ferry has recently been taken over by a new company that operates ferry services in the Republic of Ireland and has invested in vessel improvements to enhance the long-term reliability of the service. The company has secured the running of the service for three years, with the option for another four years. This service is also used by both commuters and tourists running between July and September with the new operating company extending the service into October. This ferry route can reduce travel time by up to 90 minutes. Its value as a link to local tourism infrastructure is recognised, linking the Wild Atlantic Way in Donegal to the Causeway Coastal route.
- 5.12 The nearest major freight ports are located outside the Borough at Lisahally, Larne and Belfast. Coleraine has a commercial port which presently transports scrap metal. Commercial sea fishing occurs at Cushendall and Cushendun. Other coastal harbours in the area focus on leisure and fishing activities and include Cushendall, Ballintoy, Portballintrae, Dunservick, Portrush and Portstewart.



Above: Ferry arriving at Ballycastle from Rathlin Island

vii. Walking and Cycling Routes in Settlements

5.13 The Borough's towns and villages are generally served by a well-established extensive network of footpaths which are situated beside roads and can provide a viable alternative to the use of the car, particularly for short, local journeys. There are also a number of existing green corridors within towns which provide safe and convenient alternative access and can help to improve health and reduce air pollution. These include:

- Riverside Park, Ballymoney (see Section 7);
- Christie Park, part of the Highway to Health route, Coleraine;
- Blackburn Park, Limavady; and
- Tow River Path, Ballycastle.

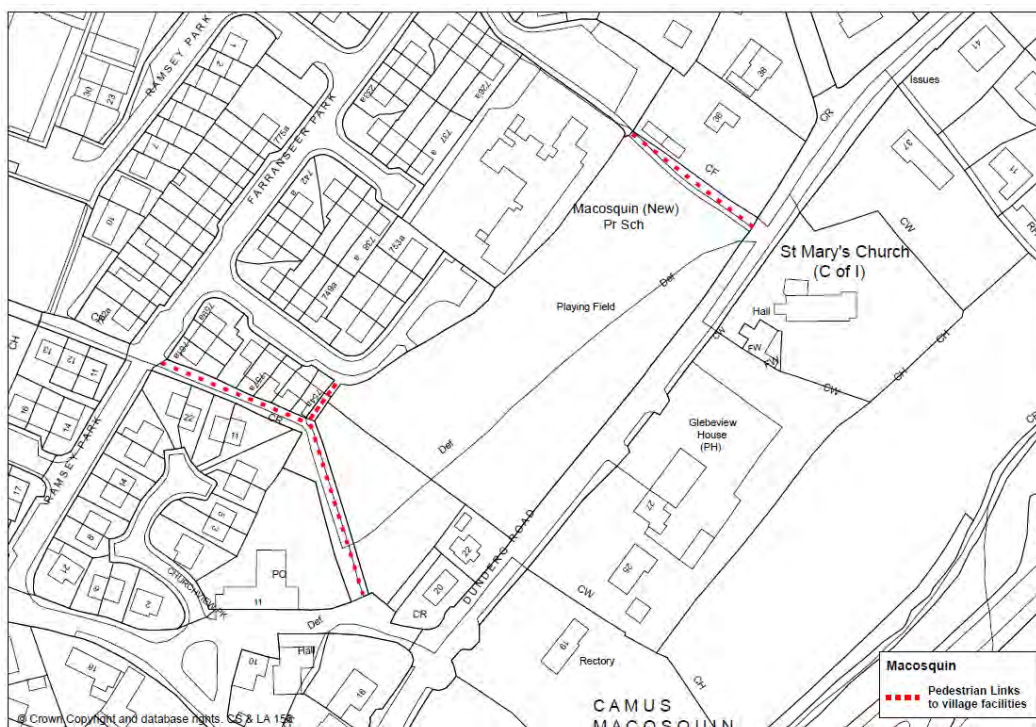


Green walking/cycling routes (Greenways) can make sustainable travel more attractive to citizens. Left - Christie Park, Coleraine, part of the Highway to Health route and the National Cycle Network.

5.14 Other settlements, such as Dungiven, have an existing range of paths, laneways and rights of way that offer the opportunity for practical alternative transportation options and for recreational walking in the wider area, such as linking with Banagher and Feeny, and ensuring continued accessibility to these is an issue that should be considered in the design of the proposed Dungiven bypass.

5.15 There are also examples of walkways away from the local road network in the Borough's towns and villages that provide local linkages to facilities and services, such as the footpaths linking the facilities in Macosquin.

Map 3: Linking footpaths in Macosquin



Pedestrian linkages in Macosquin providing safe and convenient routes between residential areas and the school, church, shop and post office, pub and allotments.

- 5.16 In line with regional guidance, new residential development should be planned with walking and cycling in mind to provide direct and traffic free routes which link into the existing areas, thereby improving connectivity. One issue that is crucial to the successful use of these routes is informal natural surveillance from adjacent premises. These routes may typically be surrounded or edged by green spaces, which also allow for existing trees and natural features to be incorporated into new development, indirectly contributing to the health and wellbeing of users of new developments. Their primary purpose is to provide practical alternative transportation modes within settlements, but they can also provide the opportunity to link to the wider public rights of way network. The Ulster Way is primarily a long distance footpath through the Northern Ireland landscape which also runs through the following settlements in the Borough: Glenarriffe, Waterfoot, Ballycastle, Ballintoy, Portballintrae, Portrush, Portstewart, Coleraine, Castlerock and Dungiven. Many footpaths within these settlements have the potential to connect into the Ulster Way so residents can link into the wider landscape for longer walks.
- 5.17 Existing and proposed cycle routes are provided by TransportNI and are identified on the maps within NAP 2016 for information. The following settlements have existing and proposed cycle routes some of which are on the National Cycle Network:

Table 4: Cycling Routes within Settlements

Settlements with Existing and Proposed Cycle Routes	Settlements with Existing Cycle Routes		Settlements with Proposed Cycle Routes
Coleraine	Kilrea	Artikelly	Cushendall
Limavady	Bushmills	Largy	Balnamore
Ballymoney	Articlave	Waterfoot	Loughan
Portstewart	Castlerock	Cushendun	Ballykelly
Portrush	Castleroe	Glenariffe (bay)	
Ballycastle	Portballintrae	Knocknacarry	
	Foreglen	Lisnagunogue	

viii Walking Opportunities Outside Settlements

- 5.18 There are a number of long distance footpaths that primarily function as a recreation facility. The 'North Sperrins Way', the 'Coastway Coast Way' and the 'Moyle Way' all make up part of the Ulster Way's quality sections.
- 5.19 The 'Ulster Way' is a long distance footpath network in Northern Ireland that includes two categories of paths – the quality sections shown in red on Map 4 are mainly on the already established waymarked ways and are predominantly off road. The link sections, in blue, are not waymarked and are mainly on public roads. The Ulster Way also has an international dimension, as the 'International Appalachian Trail', which originates on the East Coast in America, through Canada, Greenland and into Europe, links into the 'Ulster Way'. There are also many walks of varying distance and difficulty promoted as recreational walks by walkni throughout the Borough which can be viewed at **www.walkni.com**

Map 4: The Ulster Way



Quality sections are shown in red with links sections in blue

(Source: <http://www.walkni.com/ulsterway/>)

ix. National Cycle Network

- 5.20 The National Cycle Network has been developed by Sustrans. It extends to over 800 miles in Northern Ireland, mostly on quiet country roads, with over 100 miles of traffic free paths (shown in green on the map at Appendix 9). The two main routes in the Borough are routes 93 and 96. The routes are sub-divided into short, medium and long routes and provide the opportunity for residents to cycle to nearby facilities as an alternative to using the car, and for use for leisure trips.

x. Shared Surface Spaces in Residential Areas

- 5.21 The DFI Document, Creating Places -Achieving Quality in Residential Development (May 2000), supports shared surface schemes in residential developments with the need to define these areas:

Footways may be omitted where it is desirable to create a shared surface with an intimate human scale suitable for use by pedestrians, cyclists and vehicles. The overall design and surface treatment of such areas should, however, make clear to

drivers that they are in an area where the needs of pedestrians and cyclists will take priority.
(paragraph 5.16, page 51)

5.22 Creating Places advises that there should be clear differences in visual character between roads with footways and shared surface schemes by using design features such as

- Closely spaced buildings or gateways at entrances;
- A change in surface colour, textures and materials.

5.23 Creative design and layout in developments can help contribute to less polluted streets as more sustainable modes of transport may be adopted by residents where these modes have priority over the car.

xi. Disused Rail Track Beds

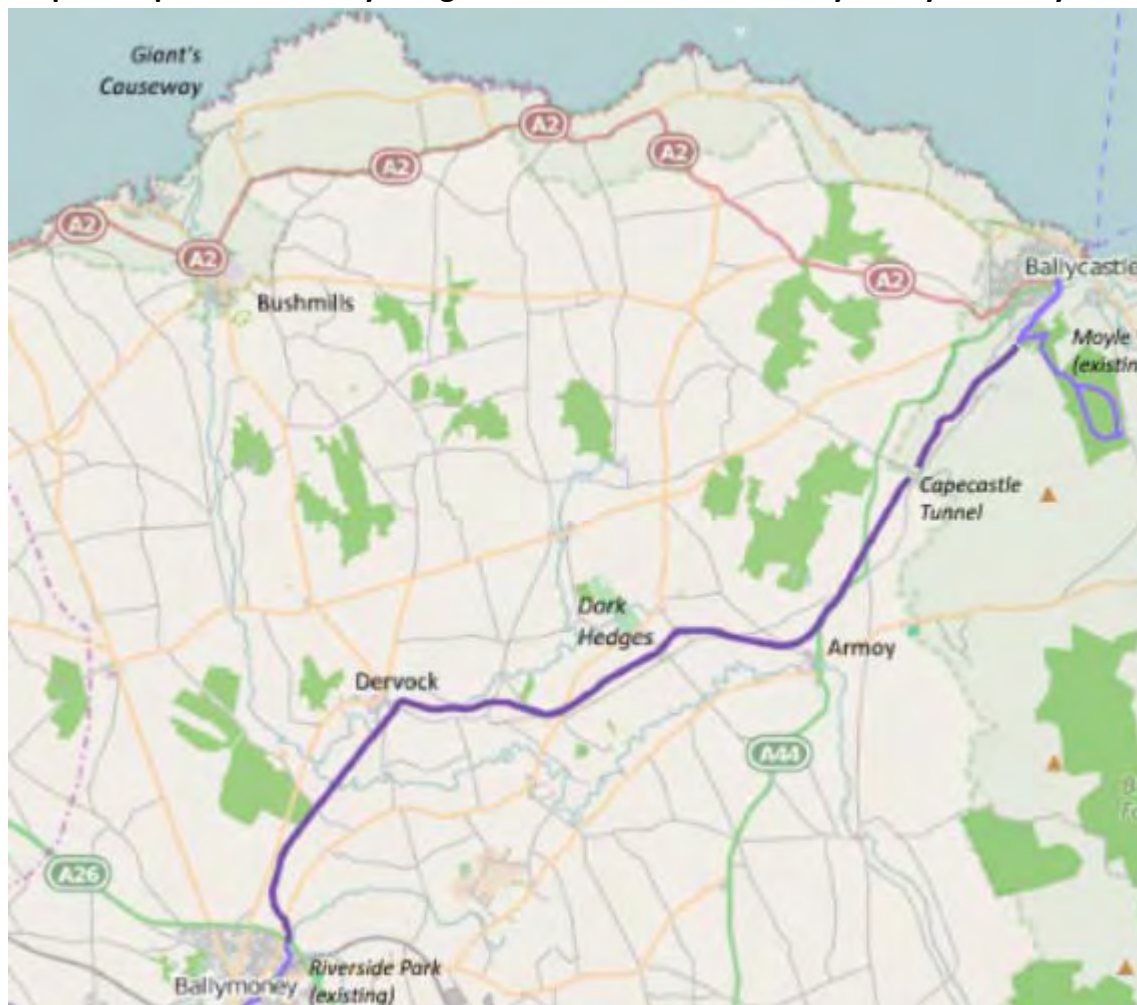
5.24 As Regional Planning Policy highlights, there are opportunities to improve alternative modes of transport using existing features. There are a number of former rail track beds identified for information in the Northern Area Plan 2016. Their potential to be developed as road lines, public transport routes, cycle or walking routes is assessed through the Sub- Regional Transportation Plan prepared by the DfI. The reuse of these beds for walking and cycling may also be attractive for leisure purposes. One of the difficulties in bringing forward these routes is that they tend to be in private ownership.

5.25 The following disused track beds are identified in the Northern Area Plan on Map Numbers 2, 3, 4 and 5:

- Macfinn to Kilrea via Garvagh,
- Ballymoney to Ballycastle via Dervock and Armoy, and
- Limavady to Dungiven via Drumsurn.

5.26 The Council is seeking funding from the Department of Finance is seeking funding for a greenway using the Ballymoney to Ballycastle rail track bed to provide a sustainable route to the Dark Hedges and linking into the National Cycle Network as shown on Map 5. The Council is working in partnership with Causeway Coast and Glens and Heritage Trust, along with local community groups, on this project. The tourism income potential for communities along this route is highlighted as a benefit from the development of the whole route.

Map 5: Proposed Greenway using Rail Track Bed between Ballymoney and Ballycastle



(Source: <https://nigreenways.com/2014/10/15/ballymoney-ballycastle-greenway-of-thrones/>)

xii. Car Parks and Parking

- 5.27 As outlined earlier, the SPPS requires Councils to prepare an overall car parking strategy, in which the LDP plays a central role. Public cars parks and parking are provided by the Council, TransportNI, and by private operators. On street parking is provided by TransportNI and off Street parking by the Council and private operators either as a stand alone facility or in association with development, e.g retail development. Therefore there is a need for an holistic approach to be taken to ensure parking spaces are in appropriate locations and managed effectively in traffic management terms. Traffic management is the responsibility of TransportNI and joint working with DFI will allow the requirements of the SPPS to be properly addressed. Appdendix 10 provides information on the Borough's car parks which are managed, operated and maintanened by the Council.

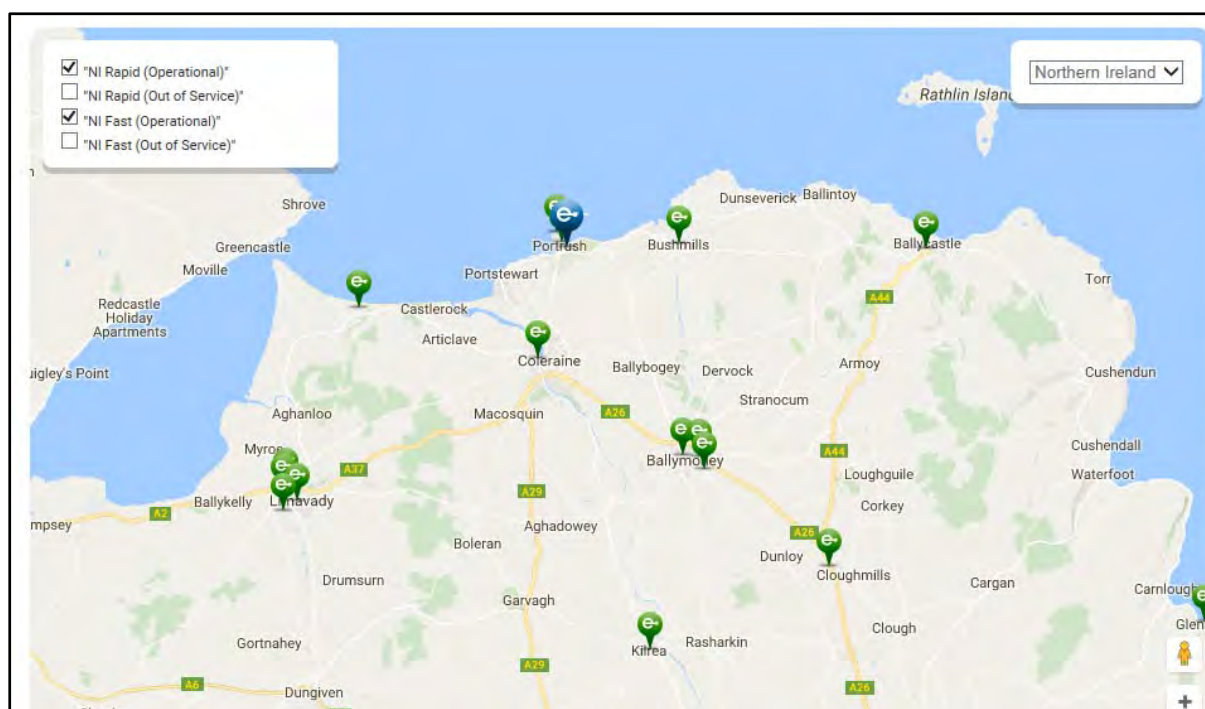


Mill Street Car Park,
Cushendall

xii. Electric car parking and charge points

5.28 There are a number of electric car parking spaces with charge points throughout the Borough shown on the Map 6. Electric cars, unlike conventional cars powered by fossil fuels, do not produce any pollution while they are being driven. However, they are charged using electricity generated at a power station, causing pollution at the power station and generating carbon emissions.

Map 6: E Car Charging Points in the Borough



(Source: <https://www.ecarni.com/charge-point-map>)



Electric car parking space and charge point at Bath Road, Portrush.

6.0 Preliminary Local Development Plan Work

i. Census Information

- 6.1 The 2011 Census provides a useful starting point in the consideration of transportation matters in the Borough and in preparation of the LDP, in terms of accessibility to private transport. The census provides the following insight into the levels of car ownership and accessibility in the Borough:

Table 5: Levels of Car Ownership in the Borough at the 2011 Census

Area	All Households	Percentage of All Households with:				
		No cars or vans	1 car or van	2 cars or vans	3 cars or vans	4 or more cars or vans
CC&G	53,722	19.33 (10,384)	42.08 (22,606)	28.74 (15,439)	6.96 (3,739)	2.89 (1,552)
Ballymoney	11,205	15.45 (1,731)	41.11 (4,606)	31.71 (3,553)	7.92 (887)	3.81 (426)
Coleraine	23,508	21.21 (4,986)	42.67 (10,030)	27.45 (6,452)	6.38 (1,499)	2.28 (535)
Limavady	12,098	19.50 (2,359)	41.44 (5,013)	28.96 (3,503)	7.19 (869)	2.92 (353)
Moyle	6,608	19.10 (1,262)	42.86 (2,832)	27.75 (1,833)	6.93 (457)	3.36 (222)

Source: NISRA Census 2011 Table KS405NI

- 6.2 The Census demonstrates that there are over 10,000 households in the Borough without a vehicle, and a further 22,606 with access to only one vehicle. As many households comprise two working adults, there may be a significant number of these households where the vehicle is required for work purposes, thereby rendering the household without access to a vehicle during the day. Potentially, in the order of 32,000 households, or more than half of the Borough's total households, are without access to a private vehicle. The Borough population's ability to access services and facilities by alternative modes of transport is a valid and significant planning consideration in the location of development.
- 6.3 Members may recall, from Discussion Paper 1: Population and Growth (Table 15, page 19) presented in August 2015, that the Borough has a higher percentage of unemployed, and those with no qualifications compared to Northern Ireland, and a higher percentage of retired people, which may also have an influence on accessibility and the cost of transport in relation to household income. Information on multiple deprivation was also presented in the Population and Growth Discussion Paper, highlighting that the most deprived areas are concentrated in parts of Limavady and Coleraine towns, with deprivation affecting significant parts of the South West of the Borough, around Dungiven and in the North East, Greysteel 1 and between Ballycastle and Ballymoney, and Bushmills. The maps contained in Appendix 11 are extracted from the presentation to Members in association with the Population and Growth Discussion Paper help illustrate these matters. In terms of the Urban-Rural split, based on NISRA's classification of settlements (settlements with a population of 1000 or more being classified as Urban, and with less than 1000 and the open countryside being classified as Rural), the paper also advised that, other than in the former Coleraine Borough area, in the order of two thirds of the population lived in defined rural areas compared to the urban areas. Again, the widespread distribution of population over a large geographical area affects its ability to access services and facilities beyond the immediate area.

ii. Accessibility Maps

- 6.4 The SPSS advises on the need to consider transportation issues in the allocation of land for future development, with integration of types of transport and land use. Accessibility maps illustrate travel times within and to the main towns by different modes of transport to a defined town centre location. The accessibility maps can help to inform the LDP plan making process by emphasising appropriate locations for future development in relation to sustainable travel distances. As part of the preliminary LDP preparatory work, DfI has prepared Accessibility Maps for the following towns in the Borough:
- Coleraine,
 - Limavady,
 - Ballymoney,

- Ballycastle,
- Portrush, and
- Portstewart.

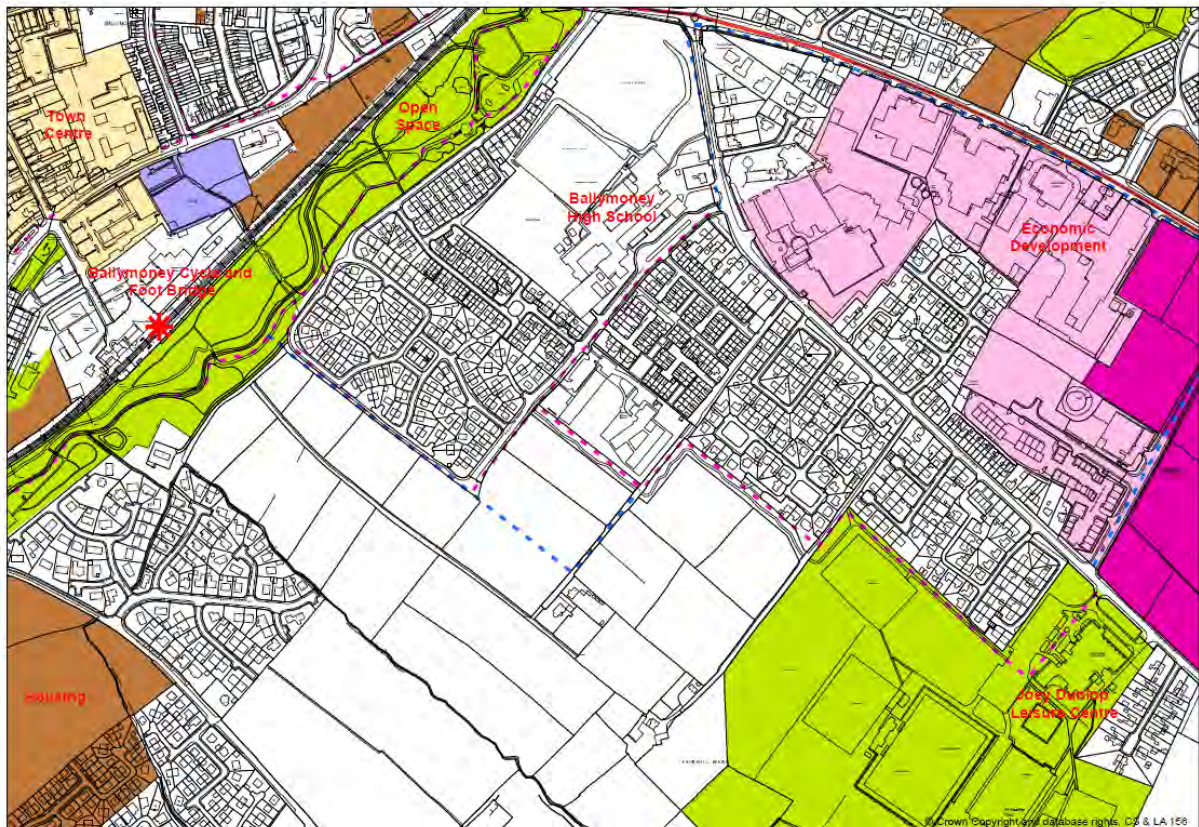
- 6.5 The accessibility maps relate to walking, cycling, drive time and public transport. They will be used as one consideration in the assessment of the potential locations of future development where such a need is identified.
- 6.6 The map of Coleraine at Appendix 12 is an example of one of the accessibility maps for walking provided for each of the towns. The walking range shown is up to 30 minutes from the town centre's post office and illustrates that, other than parts of the Willowfield and Ballysally areas in the north of the town, and Greenmount and Somerset, and Mountsandel and Knocklynn areas to the south east and west, the town presents a reasonably compact urban area. The map at Appendix 13: Driving time and distance to the centre of Limavady, shows that physical features such as the Sperrin Mountains and Lough Foyle make journeys longer despite being the same distance to the settlement. The Map at Appendix 14 shows the cycling time and distance to the centre of Ballycastle. This illustrates that the extent of the town presently lies within 10 minutes cycle time from the town's post office, used as the central point.

7.0 Examples of Sustainable Transport Infrastructure Projects in the Borough

i. Cycle and Foot Bridge, Ballymoney

- 7.1 Ballymoney's Cycle and Foot Bridge is an example of the type of sustainable transport infrastructure which is encouraged by the SPPS. Before the completion of the bridge, walking and cycling links across the town to the town centre, local schools, railway station, leisure centre and residential areas were poor, with the railway line forming a fixed and physical barrier to the ease of movement with a potentially dangerous level crossing. The cycling charity, Sustrans, commissioned the bridge at this location to provide a connection for cyclists using cycle lanes on either side of the town.

Map 7: The Location of the Foot and Cycle Bridge, Ballymoney



- 7.2 The bridge was opened in November 2012 and provides a link to connect the town better, and is suitable for bicycles, wheelchair users and prams.
- 7.3 Sustrans undertook survey work after the introduction of the bridge to demonstrate its impact in the locality. The positive benefits of the new bridge included:
- 349 414 estimated trips were made on the route in 2013;
 - 60% of people used the route because it takes them straight to their destination;
 - 55% of people who used the route said they intended to walk more in the next 12 months; and
 - 25% of people who used the route could have used a car for their journey instead.
- (Source: Sustrans.org.uk)
- 7.4 The construction of the bridge secured national recognition in 2013 when the structure won the Construction Employers Federation (CEF) Transport Infrastructure Award (Construction Excellence Awards). The striking structure (as shown on the front page of this paper) is also a talking point for residents and visitors to the town, helping to create local identity. Such public recognition helps raise the profile of the town, as well as the bridge's obvious health benefits and assistance in meeting Central Government targets in relation to greenhouse gas emissions.



The cycle/footbridge's connection with the Riverside Park, with residential areas beyond.

ii. Inch and Foyle Project – Installation of New Footbridge Near Ballykelly

- 7.5 The Inch and Foyle project was funded by the European Union through the INTERREG IVA Programme, with the aim to deliver two world class visitor and outdoor recreation attractions at Inch Wildfowl Reserve in Co. Donegal and at the east coast of Lough Foyle near Limavady. The project included the installation of a new footbridge in 2015 across the Burnfoot River near Ballykelly, which links the Ballykelly Bank and Ballymacran Bank to create a new 5.2 mile (one way) linear, off road trail for walkers and cyclists, known as the Lough Foyle Trail. The route can be accessed via either Bank, or from a car park at Myroe. Lough Foyle is designated as a RAMSAR site due to its wetland habitat and associated waders and migratory wildfowl, making it an attraction to bird watchers. This route has the potential to provide a greenway loop between Ballykelly and Limavady.

Lough Foyle Path

The map shows the Lough Foyle Path route, which is highlighted in red. The route starts at Ballykelly and ends at Ballymacran. Key locations marked include Myroe Level, Carrowmenagh, Carrowreagh, Carrowclare, Brogharris, and Broglasco. The map also shows the Ballymacran River, the B510 road, and various landmarks like the Nature Reserve and the RSC Bridge. A scale bar indicates distances in miles and kilometers.

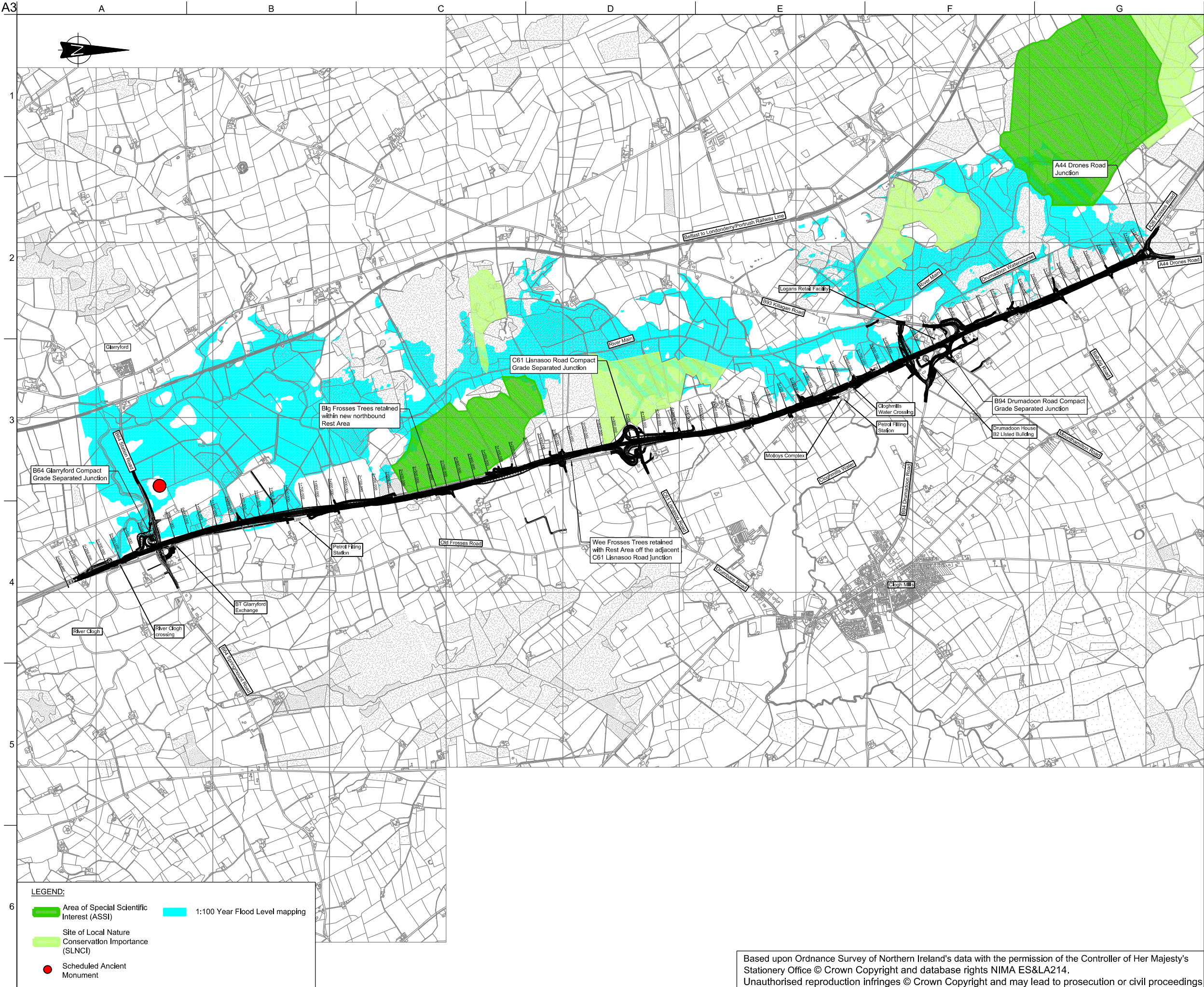
8.1 There are many types of journeys made to, from and within the Borough for leisure associated with tourism. Sites with the highest visitor numbers require transport infrastructure which allows ease of access together with the requirement to protect the asset. Infrastructure which provides choices of modes of transport to access key tourism assets such as greenways, cycling routes and long distance and shorter waymarked ways has the potential to create economic benefits for the Borough, through a more diverse tourism offer, increased visitor stays and local spend. Creating green routes to key tourism destinations may influence car use and take some pressure off these sites. The afore-mentioned park and ride facility at Bushmills is a case in point. It helps relieve parking pressure near the Giant's

Causeway and also has a spin off benefit for the town in terms of visitors' dwell time and spend in Bushmills. As highlighted above, the 'Ulster Way' is now incorporated into the International Appalachian Trail, thereby potentially reaching a much wider international audience.

9.0 Conclusions

- 9.1 Transportation is vital for the functioning of society and the economy of the Borough. The issues of the reduction of greenhouse gas emissions, the improvement in air quality and public health and well being, and the role of planning within this is well documented. Regional planning policy provides clear guidance on the range of issues that LDPs are expected to address. Regional policy aims to improve strategically important infrastructure along key transport corridors whilst promoting a shift in the way people travel by providing the infrastructure necessary for the promotion of walking and cycling and public transport as viable alternatives to the private car. The existing levels of households with access to no or one car only in the Borough highlight that accessibility is an issue already for a significant number of residents. Other factors also influence the ability to access public transport, including cost and the availability of services in an area where the distribution of the Borough's population has a significant rural component.
- 9.2 In urban areas, town centre car park management, exploring opportunities for new alternative transport routes as well as more site specific issues including improving the connectivity of new development with existing areas, and site specific design to encourage transport modal shifts are all matters for consideration in the LDP.
- 9.3 Where new development in the Borough's main settlements is proposed, the LDP will consider accessibility as one of the factors that assist in determining appropriate locations for new development. The implementation of some of the regional strategic objectives for transportation may also have indirect benefits to the local economy such as improving the Borough's attractiveness as a green tourism destination. An integrated approach to transportation matters in the LDP within the Council, with Transport NI as the relevant regional authority, with Translink and with private operators, is necessary to meet the requirements set out in regional planning policy.

Appendix 1: A26 Dualling



P4	09/03/12	HM	RC	SAH
Updated with final Stage 3 proposals				
P3	11/10/11	PJD	RC	SAH
Updated with latest Stage 3 proposals				
P2	03/02/11	DIS	RC	SAH
Updated to final preliminary design				
P1	22/09/09	IA	RC	SH
Issued for Environmental Statement				
Issue	Date	By	Chkd	Appd

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www.arup.com



Northern Division

Job Title

A26 Dualling Glarryford to A44 (Drones Road) Junction

Drawing Title

Stage 3 Final Preliminary Design

Scale at A3 1:25000

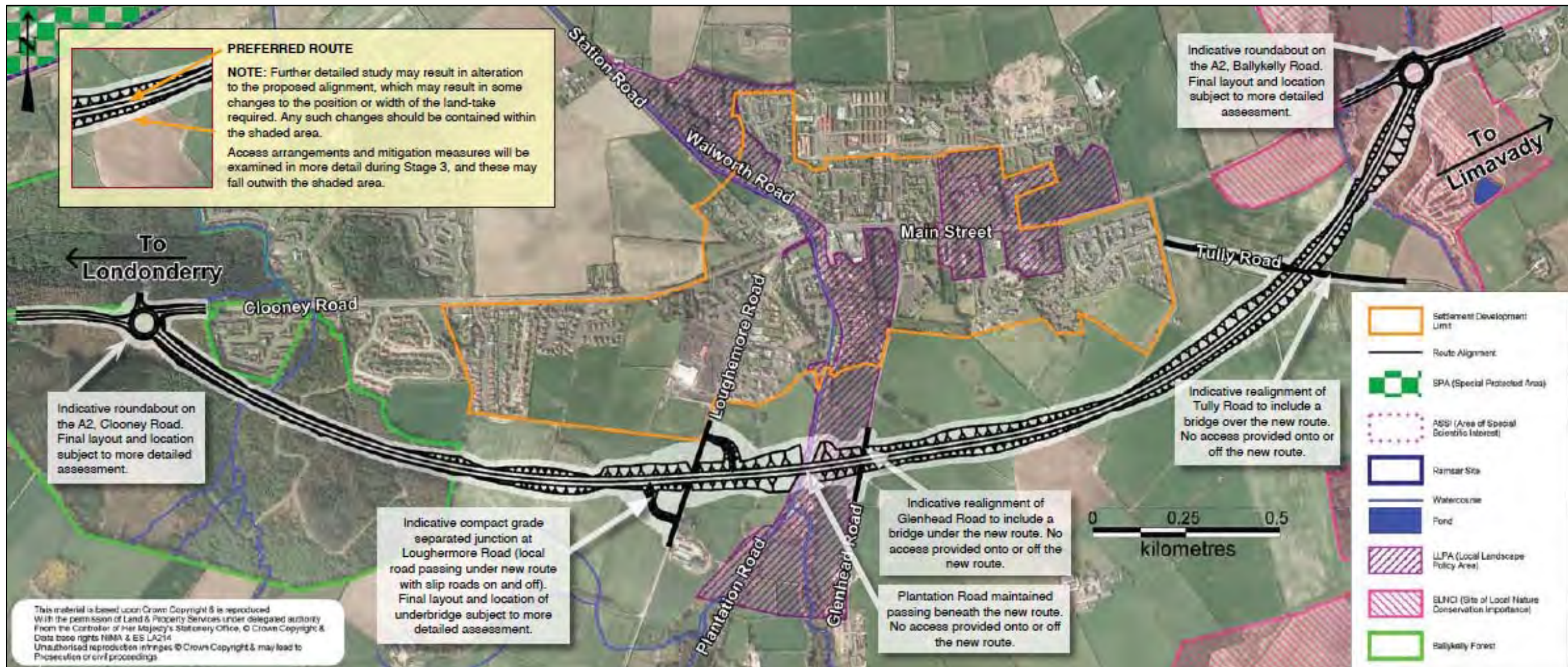
Plot ID

Drawing Status

Issue	Job No	Drawing No	Issue
	120429	A26-0008	P4

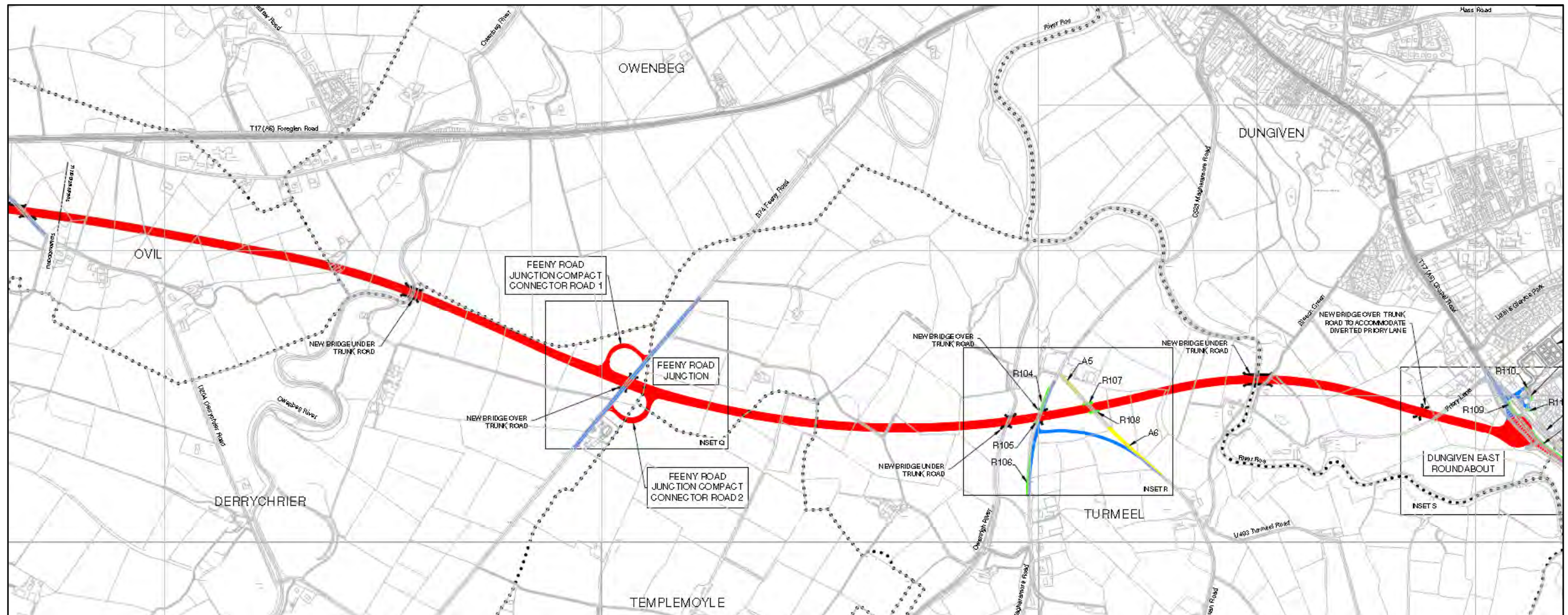
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Appendix 2: Ballykelly bypass



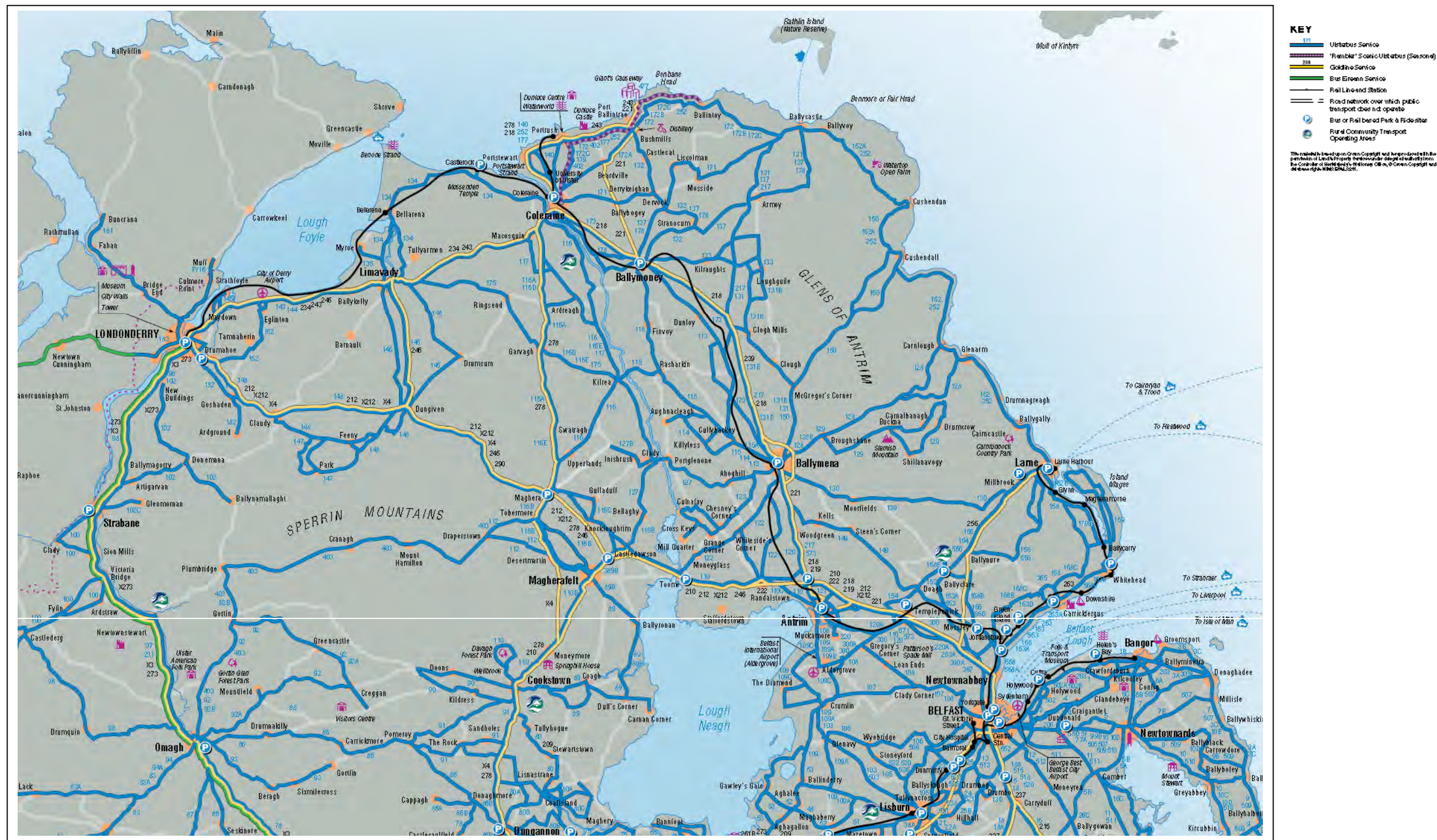
(Source: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/ballykelly-bypass-stage-2-preferred-route-leaflet.pdf>)

Appendix 3: Dungiven bypass



Source: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/the-trunk-roads-t7-t17-t22-londonderry-to-dungiven-order-northern-ireland-2016-map.PDF>

Appendix 4: Map showing bus routes, The rail network and public ferry routes within the Borough and the wider area.



(Source: <http://www.translink.co.uk/Documents/timetables/ulsterbus%20town%20services%20route%20maps/Public%20Transport%20Network%20Map.pdf>)

Appendix 5: North Coast Community Transport Routes in the Limavady area



(Source: <http://www.northcoastcommunitytransport.com/limavady/>)

Appendix 6: North Coast Community Transport Route in the Coleraine area



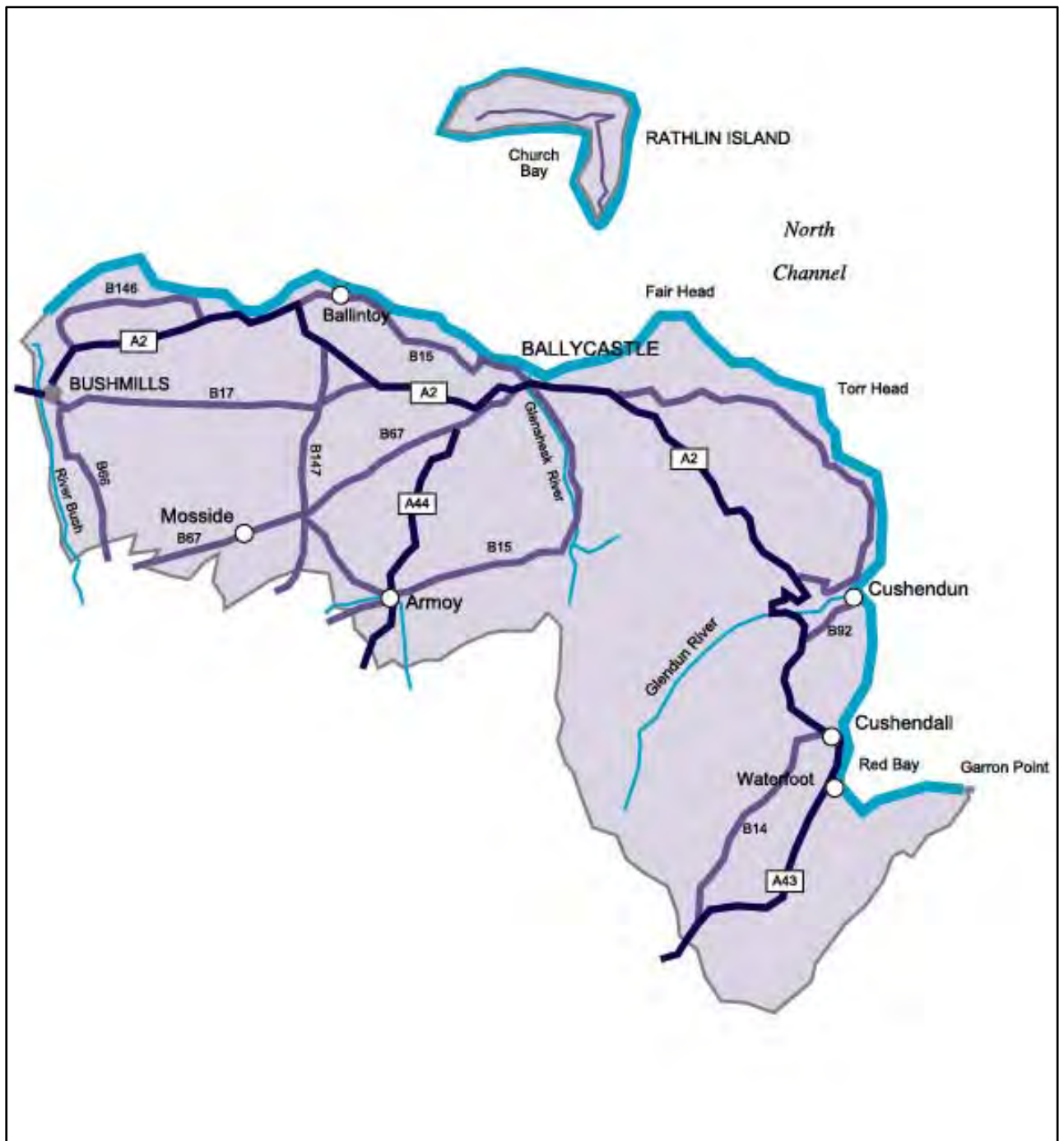
(Source: <http://www.northcoastcommunitytransport.com/coleraine/>)

Appendix 7: North Coast Community Transport Routes in the Ballymoney area



(Source: <http://www.northcoastcommunitytransport.com/ballymoney/>)

Appendix 8: North Coast Community Transport Routes in the Ballycastle and Glens area



(Source: <http://www.northcoastcommunitytransport.com/moyle/>)

Appendix 9: Sustrans Cycle Routes in the Borough area

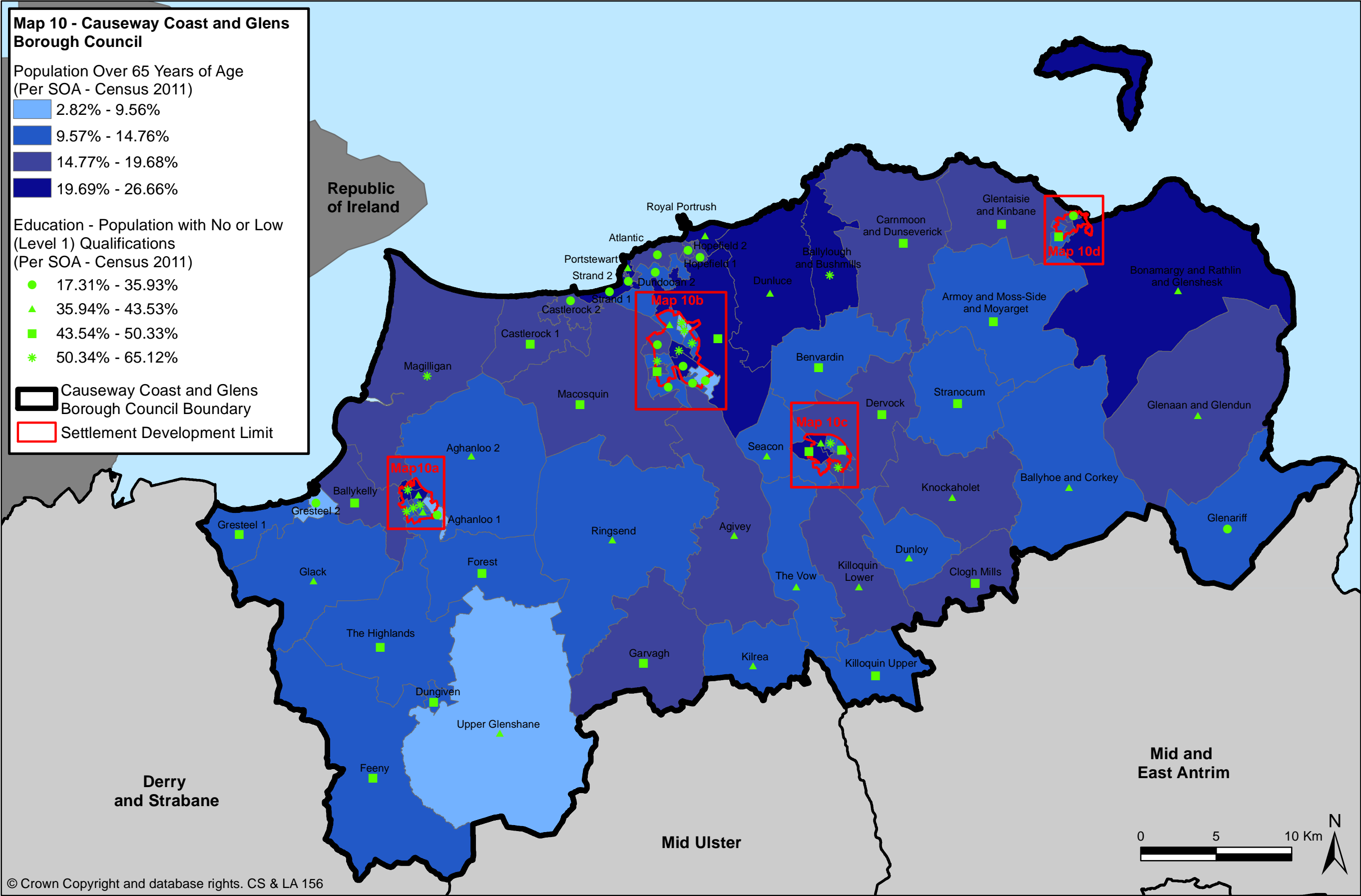


Traffic free routes are shown by the green lines and road sections in purple. (Source: <http://www.sustrans.org.uk/ncn/map?gclid=ClijycCto88CFUlmGwod67gHNQ>)

Appendix 10: Car Parks Managed, Operated and Maintained By Causeway Coast and Glens Borough Council

Settlement/ area	Car park name	No of spaces	Free of chargeable
Ballintoy	Harbour car park	100	Free
Ballintoy	Portaneevy car park	undefined	Free
Ballycastle	Ann Street	97	Chargeable
Ballycastle	Castle Street	94	Free
Ballycastle	Harbour	55	Free
Ballycastle	Sea Front	100	Free
Ballycastle	Sheskburn House	60	Free
Ballycastle	Fairhill Street	49	Free
Ballykelly	Glenhead Road	38	Free
Ballymoney	Castle Street/ Castlecroft	117	Chargeable
Ballymoney	Church Street	96	Chargeable
Ballymoney	Cockpit Brae (East Side)	23	Free
Ballymoney	Cockpit Brae (West Side)	22	Free
Ballymoney	Dervock Road	86	Free
Ballymoney	Drumaheglis	undefined	Free
Ballymoney	Gate End	27	Free
Ballymoney	Seymour Street	65	Free
Ballymoney	Townhead Street North	156	Free
Ballymoney	Townhead Street South	64	Free
Bushmills	Millennium Car Park	41	Free
Bushmills	Dundarave	101	Free
Coleraine	Abbey Street	182	Chargeable
Coleraine	Andersons Park	34	Free
Coleraine	Christie Park	31	Free
Coleraine	Long Commons	140	Chargeable
Coleraine	Mall	218	Chargeable
Coleraine	Railway Place	156	Chargeable
Coleraine	Railway Road	321	Chargeable
Coleraine	Terrace Row	135	Free
Coleraine	Waterside	201	Chargeable
Cushendall	Agnews Car Park	106	Free
Cushendall	Shore Street	undefined	Free
Cushendall	Mill Street	43	Free
Dungiven	Main Street	51	Free
Gravagh	Bridge Street	104	Free
Kilrea	Bridge Street	15	Free
Limavady	Ballyclose	19	Free
Limavady	Central	164	Chargeable
Limavady	Connell Street	110	Chargeable
Limavady	Limavady by Pass	16	Free

Limavady	Main Street	68	Chargeable
Limavady	Protestant Street	16	Free
Limavady	Swanns Bridge Picnic Area	undefined	Free
Portrush	Dunluce Avenue	240	Free
Portrush	East Strand	635	Free
Portrush	Harbour Road	36	Free
Portrush	Landsdowne Road	219	Free
Portrush	Magheracross	undefined	Free
Portrush	Rinagaree	undefined	Free
Portrush	Sandhill Drive (Fire Station)	142	Free
Portrush	West Strand	185	Free
Portstewart	Convention Avenue	107	Free
Portstewart	Harbour Hill	undefined	Free
Portstewart	Lever Road	12	Free
Portstewart	The Diamond	11	Free
Portstewart	Pits Area	undefined	Free
Waterfoot	Waterfoot Car Park	116	Free
Waterfoot	Garron Road Car Park	undefined	Free



Map 13 - Causeway Coast and Glens Borough Council

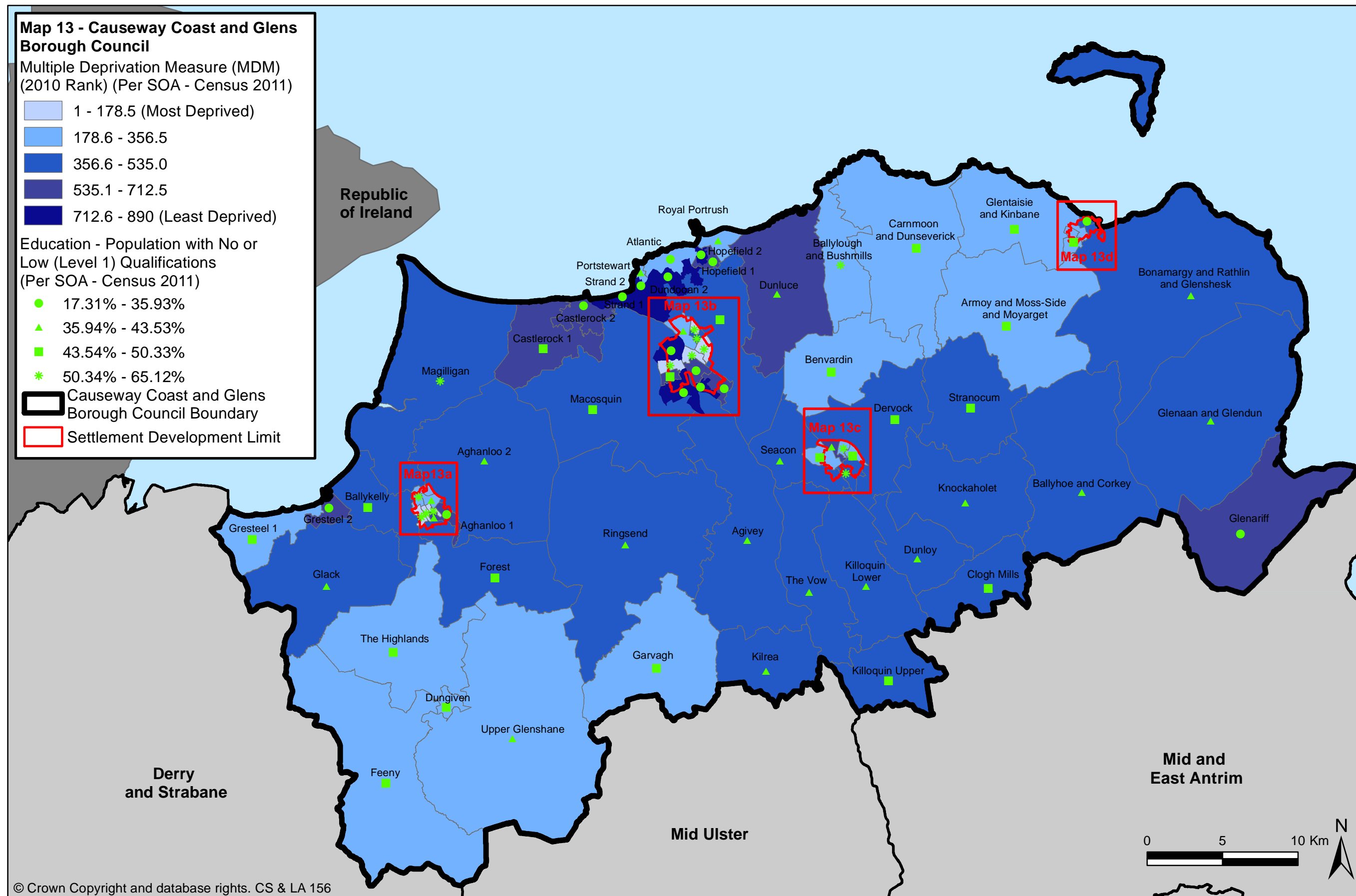
Multiple Deprivation Measure (MDM)
(2010 Rank) (Per SOA - Census 2011)

- 1 - 178.5 (Most Deprived)
- 178.6 - 356.5
- 356.6 - 535.0
- 535.1 - 712.5
- 712.6 - 890 (Least Deprived)

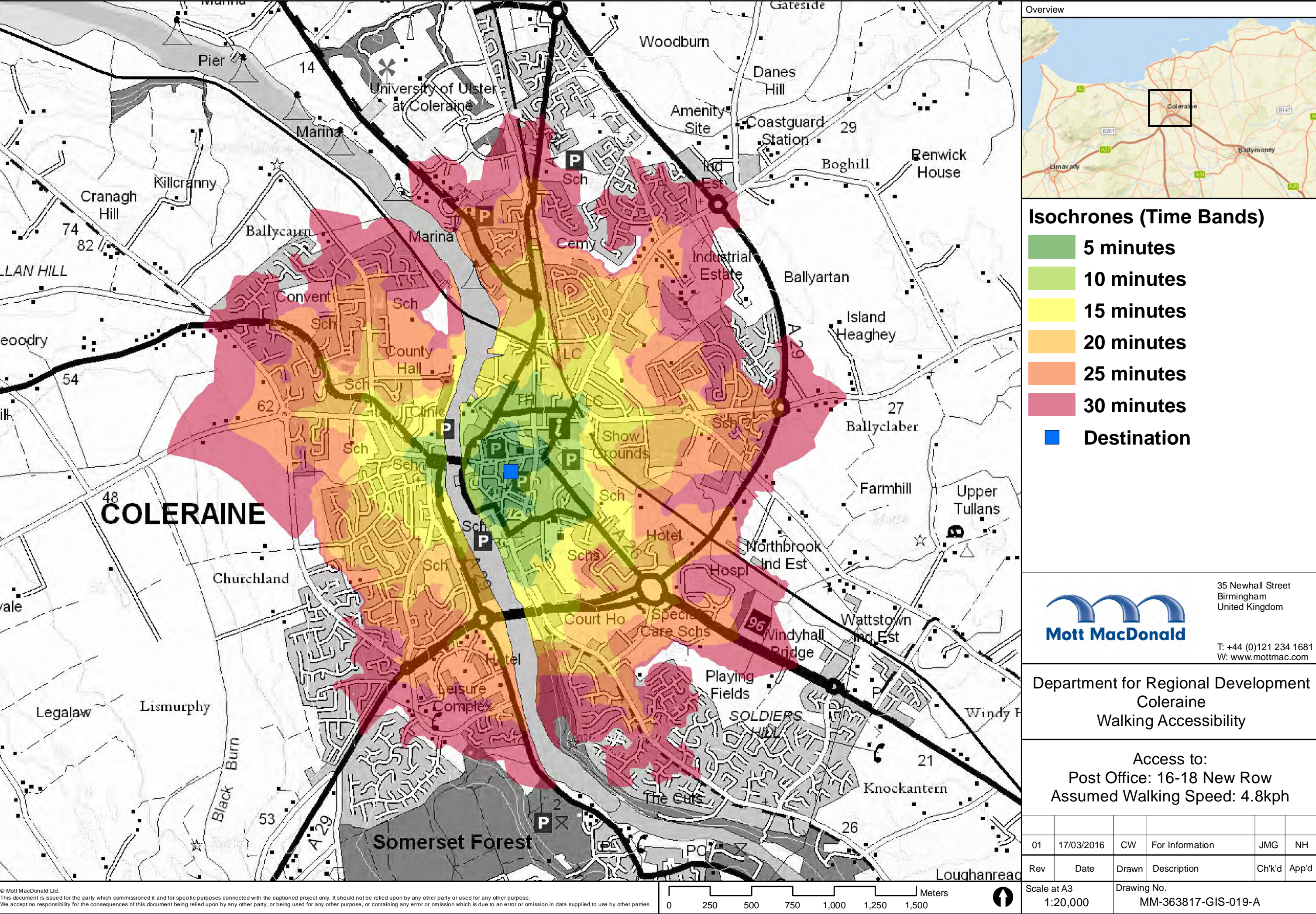
Education - Population with No or Low (Level 1) Qualifications
(Per SOA - Census 2011)

- 17.31% - 35.93%
- ▲ 35.94% - 43.53%
- 43.54% - 50.33%
- * 50.34% - 65.12%

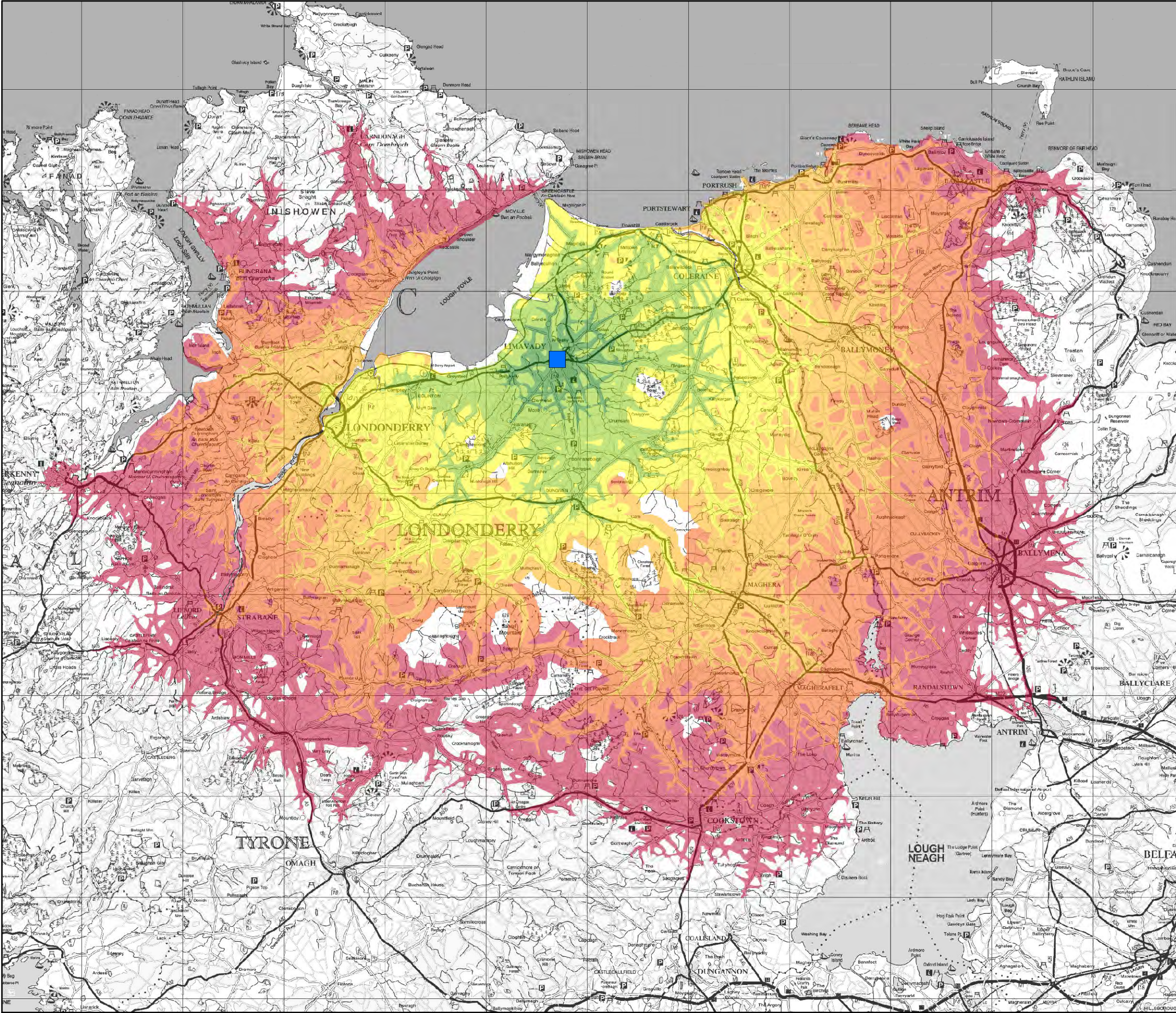
- ▬ Causeway Coast and Glens Borough Council Boundary
- ▭ Settlement Development Limit



Appendix 12: Walking Time and Distance to the Centre of Coleraine



Appendix 13: Driving time and distance to the centre of Limavady



Isochrones (Time Bands)

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



35 Newhall Street
Birmingham
United Kingdom

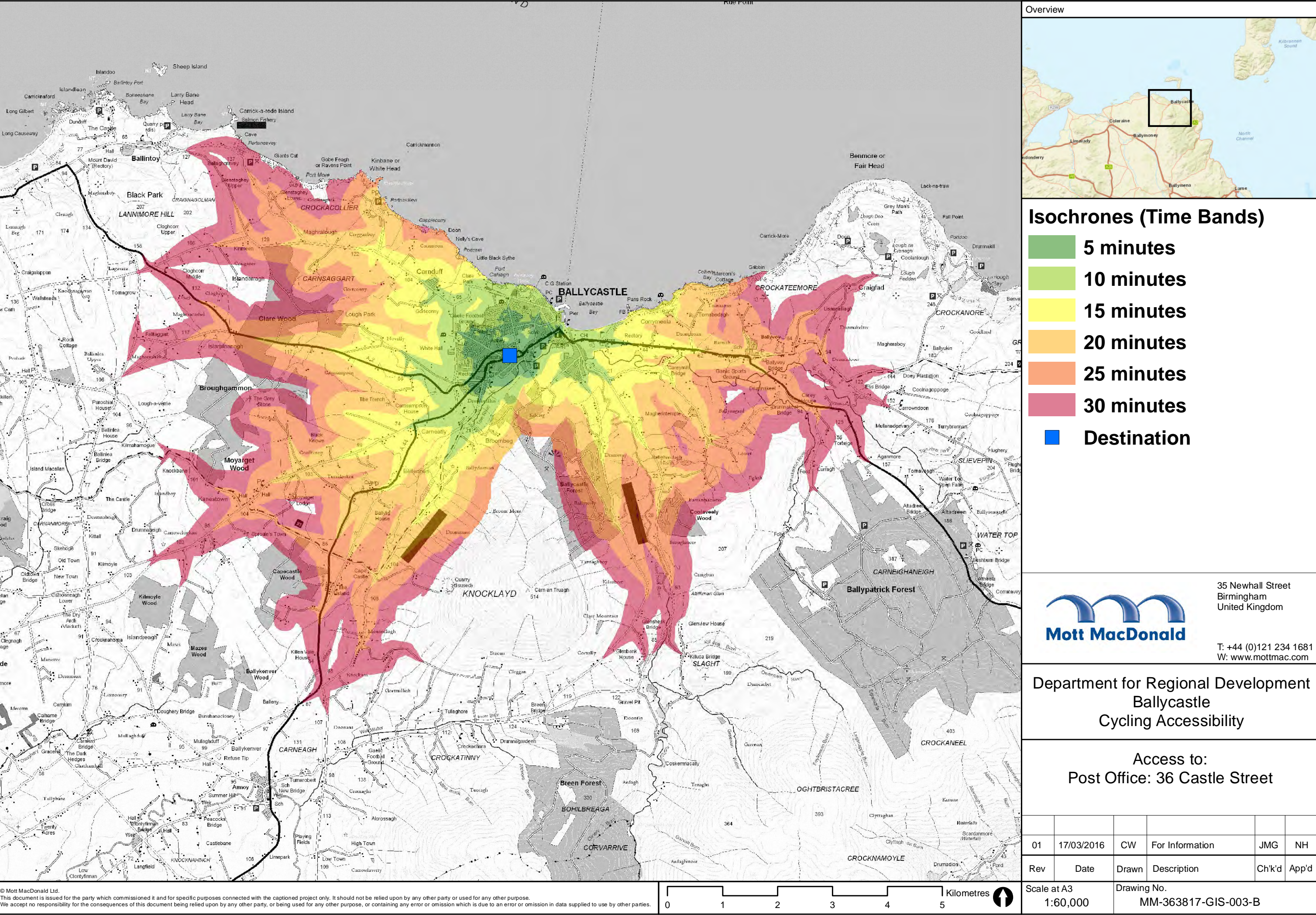
T: +44 (0)121 234 1681
W: www.mottmac.com

Department for Regional Development
Limavady
AM Peak Car Drive Time Accessibility

Access to:
Post Office: 38-40 Main Street

01	02/06/2016	CW	For Information	JMG	NH
Rev	Date	Drawn	Description	Ch'k'd	App'd

Appendix 14: Cycling time and distance to the centre of Ballycastle



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