

# Armagh City, Banbridge & Craigavon Borough Local Development Plan Preparatory Studies



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## **PURPOSE**

- **Purpose: To provide the Committee with an overview of the regional planning and roads policy context in relation to transportation and to provide information on the strategic road network, various transportation schemes, future transportation initiatives, existing car parking provision and public transport services within Armagh City, Banbridge and Craigavon Borough Plan area.**

## **CONTENT:**

**The paper provides:**

- (i) An overview of the regional policy context for formulating Local Development Plan transportation strategies and policies**
- (ii) An overview of existing Area Plans and Masterplans**
- (iii) An overview of modes of travel, the existing transportation situation, provision of car parking and public transport services within the council area**
- (iv) A summary of possible transportation approaches to address transportation issues over the plan period**

## **1.0 Introduction**

- 1.1** This is one of a series of position papers being presented to the Planning Committee as part of the preparatory studies to inform the Local Development Plan whilst linking with important ongoing work in relation to the development of a Community Plan and other strategic work being undertaken by the Council.
- 1.2** The paper informs Members about the current transportation situation within the plan area at a strategic level. This will assist the new Council in the preparation of their Plan Strategy. This paper will provide an overview of the regional planning and roads policy context, existing Area Plans and Masterplans in relation to transportation and will provide details on various roads schemes, initiatives, public transport services and existing car parking provision within the plan area. Whilst transport planning is a function that will remain with the Department for Regional Development, it will be important that the new Local Development Plan integrates transportation with land-use. Off street car parking is now a Local Government responsibility and must also be afforded greater weight in the preparation of the new plan. It will also be important to look more closely at how greater encouragement can be given to more sustainable forms of transport such as buses, cycleways and walkways.

## **2.0 Regional Policy Context**

- 2.1** The Regional Policy Context is provided by the Regional Development Strategy (RDS) 2035, the Regional Transportation Strategy (RTS) 2002 – 2012 and regional planning policy statements. A summary of these documents as they pertain to plan making and transport development policy is provided in the following sections.

### **(a) Regional Development Strategy (RDS) 2035**

- 2.2** The RDS 2035 is the key policy guiding development in Northern Ireland and is underpinned by a Spatial Framework and Strategic Planning Guidelines which focuses development in hubs and clusters. The RDS 2035 identifies a number of gateways within NI which are strategically important to be well connected in order to compete globally. It identifies Craigavon Urban Area, Banbridge and Armagh City as hubs and states that they have the potential to form a cluster and to capitalise on their strategic position on the Belfast/Dublin and Belfast/Enniskillen/Sligo economic corridors.
- 2.3** Policy RG2 aims to deliver a balanced approach to transport infrastructure in order to remain competitive in the global market by promoting transport which balances the needs of our environment, society and economy. This focuses on managing the use of our road and rail space and using our network in a better, smarter way. This will be developed further by improving connectivity, maximising the potential of the Regional Strategic Transport Network, using road space and railways more efficiently, improving social inclusion, managing the movement of freight, improving access to our cities and towns and improving safety by adopting a 'safe systems' approach to road safety.

## (b) The Regional Transportation Strategy (RTS) 2002-2012

**2.4** The RDS 2001 was supported by a 10-year Regional Transportation Strategy (RTS) 2002-2012. The RTS identified strategic transportation investment priorities and considered potential funding sources and affordability of planned initiatives over the 10 year period. The RTS signalled a move away from a transport system that is dominated by car use towards a more balanced and integrated system. Its main features included providing a transport system in which walking, cycling and public transport will be more attractive options. Of the £3500 million budget to be spent on improving transportation, 63% was to be directed to roads infrastructure, 35% to public transport and 2% promoting walking and cycling. This funding would contribute to, upgrading existing railways; improving bus corridors; local improvements in towns to assist pedestrians and cyclists; local highway infrastructure measures; and strategic highway improvements.

**2.5** The initiatives of the RTS are presented across 4 “areas” comprising:

1. The Regional Strategic Transport Network (RSTN)
2. The Belfast Metropolitan Area (BMA)
3. Other Urban Areas (ie Armagh, Banbridge and Craigavon (including Portadown and Lurgan)
4. Rural Areas (ie Remainder of Armagh, Banbridge and Craigavon District).

The delivery of the RTS is being achieved through three Transport Plans, the latter two being the most relevant to Armagh City, Banbridge and Craigavon Borough.

1. **BMTP** - The Belfast Metropolitan Transport Plan 2004
2. **RSTNTP** - Regional Strategic Transport Network Transport Plan 2015
3. **SRTP** - Sub Regional Transport Plan 2015

**2.6** These contain the detailed programmes of major schemes and transport initiatives that the DRD wants to carry out to achieve the RTS objectives and targets. These Transport Plans link with relevant Development Plans and thus provide Northern Ireland with an integrated approach to transportation and land use planning. The RTS also gave a commitment that DRD would develop an Accessible Transport Strategy for NI, which was published in 2005.

**2.7** The Regional Transportation Strategy included a commitment to carry out a review. The Minister for Regional Development made an announcement in the Northern Ireland Assembly on 14 September 2009 of his intention to commence a review of the Regional Transportation Strategy. In his statement the Minister commented "Since its publication in 2002 the speed and direction of change in our society has overtaken the current Regional Transportation Strategy and a review is timely." To assist in the Review a Discussion Document was developed and issued to key stakeholders. This Discussion Document helped inform and resulted in the publication of "Ensuring a Sustainable Transport Future – A New Approach to Regional Transportation". This is the most relevant and up-to-date document on Regional Transportation.

**(c) DRD Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation.**

**2.8** This document sets out DRD's new approach to regional transportation and particularly future decisions on investment. Unlike the RTS, the emphasis of new approach moves away from specific road building schemes. Rather, it sets three high level aims for transportation (Table 1) along with twelve supporting objectives covering the economy, society and the environment. It will be used to guide decisions on strategic transportation interventions beyond 2015. The Department will continue to implement the current transport plans until their planned expiry and a new Delivery Plan is published.

**Table 1: High Level Aims for Transportation**

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

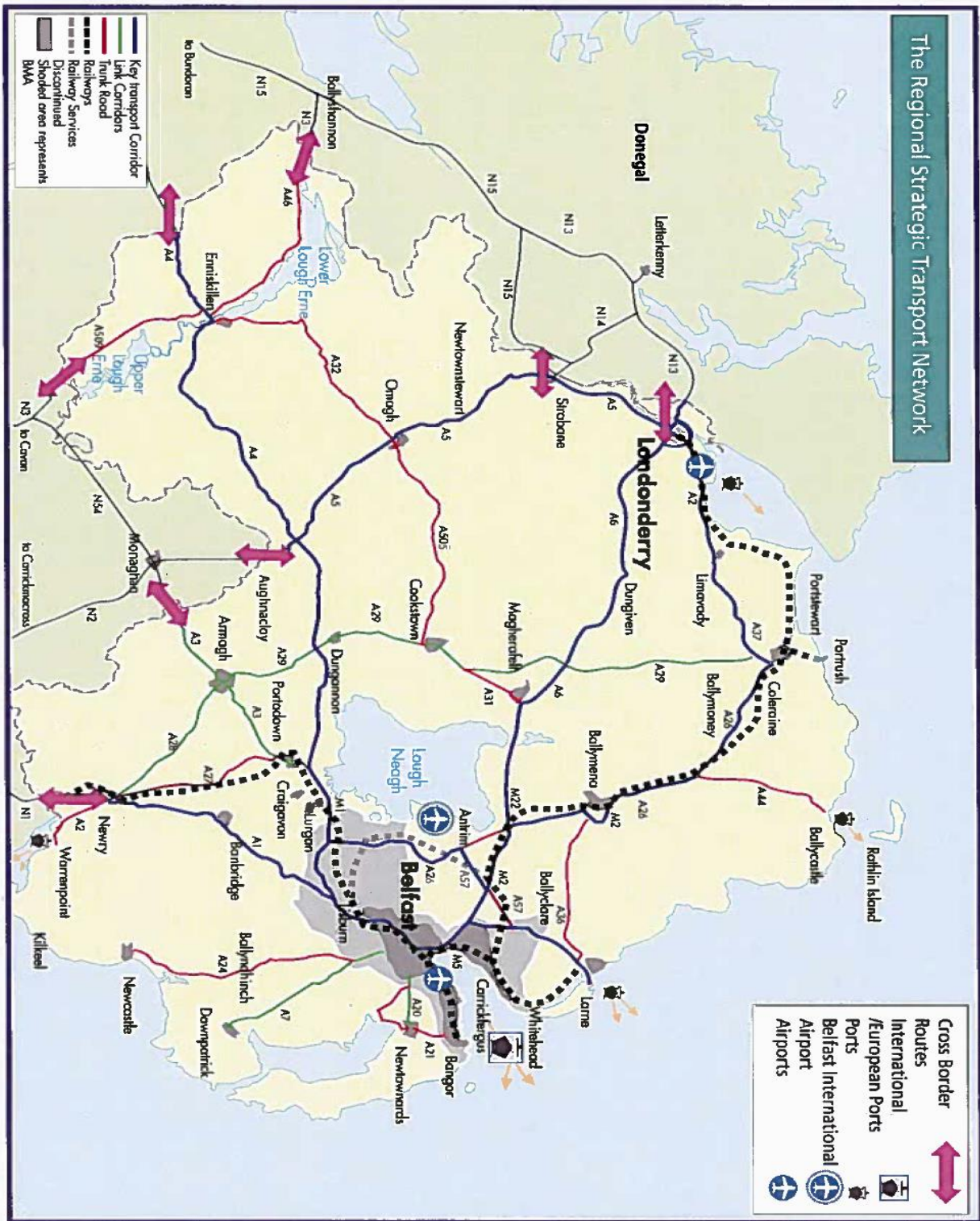
<i>New Approach to Regional Transportation</i>		
<b>Vision</b>	<b>High Level Aim</b>	<b>Strategic Objectives</b>
<i>“to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life.”</i>	Support the Growth of the Economy	Improve connectivity within the region
		Use road space and railways more efficiently
		Better maintain transport infrastructure
		Improve access in our towns and cities
		Improve access in rural areas
		Improve connections to key tourism sites
	Enhance the quality of life for all	Improve safety
		Enhance social inclusion
		Develop transport programmes focussed on the user
	Reduce the Environmental Impact of Transport	Reduce Greenhouse gas emissions from transport
		Protect biodiversity
		Reduce water, noise and air pollution

**(d) Regional Strategic Transport Network Transport Plan 2015 (RSTN TP)**

**2.9** The purpose of the RSTN TP is to plan the maintenance, management and development of the NI Strategic Transport Network up to the end of 2015. It comprises the complete rail network, 5 Key Transport Corridors (KTC’s), 2 of which travel through the Council area; 4 Link Corridors, Belfast Metropolitan Transport Corridor’s and the remainder of trunk road networks. It also identifies a cross border route between Armagh and Monaghan and takes a realistic view of possible investment. The measures in the plan fall into the following categories (1) walk/cycle (2) bus (3) rail (4) highway. Figure 1 on next page is a map showing the Regional Strategic Transport Network (RSTN).



Figure 1: The Regional Strategic Transport Network (RSTN)



Source: DRD / Regional Strategic Transport Network Transport Plan 2015

- 2.10** The majority of measures promoting walking and cycling will be contained within the BMTP and SRTP. The RSTN TP envisages an investment of £7.4m for walking and cycling initiatives over the plan period. The RSTN TP proposes to review and improve inter-urban bus and coach services to provide a minimum of hourly services on KTC's that do not have rail services. The aim is to also reduce the average age of buses and coaches and provide higher standards of comfort and accessibility. Private operators will also be encouraged. The RSTN TP envisages an investment of £81.4m in bus initiatives over the plan period. Rail initiatives include a spend of approximately £5.0 million at 2005 prices for station refurbishment including provision of additional car parking at stations. Portadown Rail Station was refurbished in 2013 at a cost of £3.6m. Additional parking opportunities have been identified at both Portadown and Lurgan stations.
- 2.11** With regards to highways, the RSTN TP contains proposals for Local Transport and Safety Measures and additional park and share sites to promote higher car occupancy and improved access to public transport. Further measures are proposed to enhance the existing level of traffic information provided.
- 2.12** The RSTN TP addresses how to enhance accessibility to the main gateways and cross border links. It contains a list of Strategic Road Improvements (SRIs) each with a cost exceeding £1m. The purpose of a SRI is to deal with bottlenecks causing congestion through increased capacity and to alleviate town centres from through traffic using bypasses. It also contains a list of Widened Carriageway Schemes and Park and Share sites. The RSTN TP envisages an investment of £769.5m in highway initiatives over the plan period.
- 2.13** The following tables identify SRI's for the Armagh City, Banbridge and Craigavon Area. Widened Carriageway Schemes and Park and Share/Ride Schemes in the RSTN and details their current status. Proposals for all of these schemes will be taken through the DRD statutory process, independently of Development Plans.

**Table 2: SRI schemes within ABC and their current status**

Road	Road Description	Improvements	Status
A1	Rathfriland Road flyover, Banbridge	Compact Grade Separated Junction	Complete
A1	Hillsborough Road underpass, Dromore	Compact Grade Separated Junction	Complete
A1	Loughbrickland – Beech Hill	Upgrade of 9km to dual-carriageway standard	Complete
A1	<ul style="list-style-type: none"> <li>• Banbridge Road underpass, Dromore</li> <li>• Dromore Road flyover, Banbridge</li> <li>• Dublin Road underpass, Loughbrickland,</li> </ul>	Compact Grade Separated Junctions	Complete
A3	Armagh North and West Link	6.9km Single carriageway Link Road	Preferred 'out of town' corridor confirmed 2008. Work ongoing to confirm preferred line and junction strategy.
A28	Armagh East Link	2.25km Single Carriageway Link Road	Preferred route announced 2007. Review of the preferred route ongoing.

Source: Transport NI 2015

**Table 3: Widened carriageway schemes currently relevant to ABC**

Road	RSTN Category	Status
A3 Portadown	Link Corridor	Complete
A3 Richhill, Stonebridge Roundabout (Westbound)	Link Corridor	Not Progressed
A28 Newry Road, south of Armagh (Southbound)	Link Corridor	Complete
A28 North of Markethill (Northbound)	Link Corridor	Not Progressed
A28 South of Markethill (Southbound)	Link Corridor	Not Progressed

Source: Transport NI 2015

**2.14** Throughout the period of the RSTN TP TransportNI will, in conjunction with transport operators, seek to identify and provide viable Park and Share facilities on the RSTN. The table below identifies existing and proposed facilities over the plan period.

**Table 4: Park and Ride / Share schemes currently relevant within ABC**

Location	No. of Spaces	RSTN Category	Status
Lough Road, Lurgan	104	SW Corridor	Existing and investigating the potential to extend
Banbridge Creamery at Rathfriland Road	25-50	N/A	Proposal under consideration
A1 at Loughbrickland	30	Eastern Seaboard Corridor	Under consideration

Source: Transport NI 2015

**2.15** In 2014/2015 DRD has delivered £19.3 million investment in the roads infrastructure in the Armagh City, Banbridge and Craigavon council area. Schemes have included:

- Sightline and junction improvements at A3 Monaghan Road/Knockbane Road Junction, Middletown and A26 Tullyraine Road/Old Bann Road, Waringstown;
- Bridge replacement at Mowhan Road, Markethill;
- Carriageway widening on Northway between Seagoe Road junction to the traffic signals at Kernan Loop and;
- Traffic management and resurfacing project at the A3 Friary road/Dobbin Street junction, Armagh.

#### (e) Sub Regional Transport Plan 2015 (SRTP)

**2.16** The SRTP was launched on 11 June 2007. It is based upon the guidance provided by the RDS and RTS. 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 Plan.

In line with the RTS, the SRTP identifies a wide range of public transport improvements for the period 2002-2015. These include:

- Walk/Cycle Access to Bus/Rail Stations
- Bus/Rail Station Refurbishment
- Local Bus Services
- Bus Stop Improvement Strategy
- Parking at Bus and Rail Stations
- Bus Priority
- Taxis
- Transport Programme for People with Disabilities (TPPD)

- 2.17** The costs of the measures are consistent with the relevant indicative expenditure, by mode of transport, given in the RTS, enhanced by the Investment Strategy for Northern Ireland (ISNI).
- 2.18** The SRTP is concerned with two quite distinct areas designated by the RTS - Other Urban Areas (OUA) and Rural Areas. The main hubs of Armagh, Banbridge and Craigavon Urban Area fall under OUA's and a large percentage of the Council Area would also be designated as Rural Areas.
- 2.19** Traffic conditions in each of the 29 towns and cities in the SRTP area have been examined by Local Transport Studies. Each Local Transport Study has gathered data from a range of sources including traffic surveys in each OUA, including Armagh City, Banbridge and Craigavon (including Portadown and Lurgan). Each study has determined current traffic conditions and any associated problems whilst also estimating traffic conditions over a 10 year period, where possible in conjunction with the Development Plan process. Each transport Study includes blueprints for highways, walking and cycling and are included in Appendix 2.
- 2.20** The Banbridge Local Transport Study was used to contribute to the Technical Supplement which was prepared for The Banbridge Newry and Mourne Area Plan 2015. There are 3 proposed Transport Blueprints included within the Technical Supplement for Banbridge - Highways Blueprint; Walking Blueprint; and Cycling Blueprint.
- 2.21** **Highways Blueprint** – includes a number of highway proposals/schemes as possible options to alleviate congestion in and around the town centre. Highway measures may include the construction of new highways or an increase in existing highway capacity. It also includes proposed traffic calming and management measures, proposed park and share/ride sites, proposed junction improvements. **Map 4 (Appendix 2)** illustrates these highway schemes.
- 2.22** **Walking Blueprint** - In Banbridge town there are proposals for a continuous pedestrian network which will be designed and maintained to an appropriate standard. A number of key locations in Banbridge such as schools and clinics were identified as major pedestrian attractors and generators. The routes linking these locations to the town centre have been defined as primary walking routes. The Blueprint acknowledged that the standard of footways on the primary route network was generally high but a number of minor improvements would bring the links between the town centre and the main attractors and generators up to a Quality Walking footpath standard. **Map 6 Appendix 2** illustrates these walkway schemes.
- 2.23** **Cycling Blueprint** – existing provision for cyclists in Banbridge is limited to a single length of cycle track between Seapatrick and Banbridge Academy. The

transport Study identified a proposed cycle network linking all the arterial routes into the town. **Map 5 Appendix 2** illustrates these cycling schemes.

## **(f) Strategic Planning Policy Statement**

**2.24** The SPPS was launched in September 2015 and is intended to supersede 20 individual planning policies into 1 strategic policy. The aims of the SPPS with regard to transportation are to secure improved integration with land-use planning, consistent with the RDS and the DRD 'Ensuring a Sustainable Transport Future: A new Approach to Regional Transportation'; and to facilitate safe and efficient access, movement and parking. It recognises that our transportation networks are important in achieving the Executive's goal of rebuilding and rebalancing the economy and the provision of improved infrastructure for more sustainable transport modes gives people greater choices about how they travel. Sustainable patterns of development with local design that encourage walk, cycle and public transport travel to local amenities can reduce the need for private car use. This is necessary to meet the Executive's goal of rebuilding and rebalancing the economy.

There are 7 strategic objectives for transportation and land-use planning within the SPPS which are:

- Promote sustainable patterns of development which reduce the need for motorised transport, encourage active travel, and facilitate travel by public transport in preference to the private car;
- Ensure accessibility for all, particularly the needs of people with disabilities and others whose mobility is impaired;
- 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;
- Promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

**2.25** The SPPS states that the preparation of a Local Development Plan (LDP) provides the opportunity to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development. It advises that Councils should seek early engagement with the DRD, or the relevant transport authority and take account of their 'The New Approach to Regional Transportation' document and any subsequent transport plans and that the preparation of a local transport study will help identify transportation and land use planning issues to be addressed in the LDP. These issues include:

- Land Use Allocations and Associated Transport Infrastructure
- New Transport Schemes, Walking and Cycling
- Disused Transport Routes
- Car Parking
- Protected Routes

### **(g) Planning Policy Statement (PPS) 13: Transportation and Land Use**

**2.26** Planning Policy Statement (PPS) 13 was published in February 2005 to assist in the implementation of the RDS by being a material consideration in dealing with individual planning applications and appeals. The PPS is shaped by the following RDS strategic objectives:

- To develop a Regional Strategic Transport Network, based on key transport corridors, to enhance accessibility to regional facilities and services **(SPG-TRAN 1)**
- To extend travel choice for all sections of the community by enhancing public transport **(SPG-TRAN 2)**
- To integrate land use and transportation **(SPG-TRAN 3)**
- To change the regional travel culture and contribute to healthier lifestyles **(SPG-TRAN 4)**
- To develop and enhance the Metropolitan Transport Corridor Network; to improve public transport service in the Belfast Metropolitan Area; to manage travel demand within the Belfast Metropolitan Area **(SPG-BMA 3-5)**
- To create an accessible countryside with a responsive transport network that meets the needs of the rural community **(SPG-RNI4)**

The primary Objective of PPS 13 is to integrate land use planning and transport by promoting sustainable transport choices, promoting accessibility for all and reducing the need to travel, especially by private car.

### **(h) PPS 3 Access, Movement and Parking**

**2.27** PPS 3 sets out the Departments planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. It forms an important element in the integration of transport and land use planning. The Policy was prepared in close consultation with DRD and needs to be considered together with PPS 13 Transportation and Land use.

The main objectives of PPS3 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

**(i) Development Control Advice Note 15 (DCAN15)**

- 2.28** The purpose of DCAN 15 is to give general guidance to intending developers, their professional advisors and agents on the standards for vehicular access. PPS3 refers to the Department's standards for vehicular accesses. DCAN15 sets out and explains those standards and is a material consideration for planning applications and appeals.

### **3.0 Existing Area Plans**

- 3.1** The Area Plans Armagh, Craigavon and Banbridge Newry and Mourne are the statutory plans for these areas and provide the policy framework against which to assess development proposals.

#### **Armagh Area Plan 2004**

- 3.2** The Armagh Area Plan was adopted in 1995. It has identified the Districts Protected Route network, **Appendix 1**, as consisting of:
- (Armagh - Portadown) A3 ;
  - (Armagh - Monaghan) A3 ;
  - (Armagh - Dungannon) A29 .
  - (Armagh – Castleblaney) A29/B3/B32
  - (Armagh – Newry) A28
  - (Armagh – Aughnacloy) A28
- 3.3** In terms of specific District wide road proposals the Plan proposed the improvement and duelling of the Armagh – Portadown (A3) Road with minor road improvements and other traffic management measures to be carried out to deal with localised problems as the need arose.



- 3.4** New road proposals for Armagh comprised 3 main elements which the Plan stated would be dependent on land acquisition and the availability of finance:
- North Link
  - West Link
  - East Link
- 3.5** The proposed North Link from the Portadown Road to the Loughgall Road will open up development opportunities to the north of Armagh and help reduce traffic along the Mall, Victoria Street and College Hill.
- 3.6** The East Link which was partially completed at the time of the Plan's Adoption will link the Portadown Road to the Hamiltonsbawn Road and through to the Newry Road. Its purpose is to increase accessibility to the industrial area at Edenaveys.
- 3.7** The West Link will bypass Armagh central Area and link the Friary Road to the Moy Road and through to the Loughgall Road and the proposed North Link. It will act as a distributor of traffic and help relieve congestion in Armagh's historic core.
- 3.8** The plan also stated that improved accessibility to the commercial area, the provision of adequate and convenient car parking and the reduction of traffic congestion were all vital to the creation of a successful and attractive shopping and business area and enhanced pedestrian environment. A partial – pedestrianisation scheme was introduced extending from the Thomas Street/Scotch Street junction to include all of Market Street, McCrums Court and Jenny's Row and part of Upper English Street as far as the junction with Russell Street. Additional car parking was to be provided as an integral part of any major central area development and well designed multi storey car parking would not be ruled out.
- 3.9** The Plan offers no provision for the protection of disused railway beds.

### **Craigavon Area Plan 2010**

- 3.10** The Craigavon Area Plan 2010 was adopted in 2004. It has identified the boroughs protected route network, **Appendix 1**, as consisting of:
- M1 Motorway
  - M12/A3 Ballynacor – Kernan Loop
  - A3 Moira – Lurgan – Craigavon Centre – Armagh (via Central Way and Northway)
  - A4 Portadown – The Birches
  - A26/A76 Lough Road Intersection – Lurgan – Banbridge
  - A27 Craigavon Centre – Portadown (via Mandeville Road)
  - A27 Portadown – Tandragee (Mahon Road)
  - A50 Portadown - Gilford

**3.11** One major road within the Craigavon Area Plan is identified in the RDS as part of the Key Transport Corridors in Northern Ireland: -

- M1 Motorway

**3.12** In addition, the A3 Portadown – Armagh Road is identified as part of one of three additional Link Corridors in the RTS.

**3.13** There are three main policies of which the plan focuses on;

### **Policy TRAN 1: Protected Road Lines**

The Plan identified a number of road schemes which although not programmed for implementation it was considered that their routes should be protected in the interests of longer term strategic planning.

#### A. Major Works Planning Schedule

##### **Central Craigavon**

- M12 Central Way & Balteagh Road Link;
- Northway – Eastway Link

##### **Lurgan**

- Malcolm Road – Gilford Road roundabout

##### **Portadown**

- A3 Portadown – Armagh Dual Carriageway;
- New River Bann Bridge Link, Meadow Lane–Gilford Road;
- Church Street – West Street Link;
- Tandragee Road – Meadow Lane Link

In addition a number of schemes were identified as development related schemes which would be provided by developers.

#### B. Development Related Road Schemes

##### **Portadown**

- Mahon Road Link;
- Mahon Road – Tandragee Road

### **Policy TRAN 2: Protection of Disused Rail Track Beds**

The policy states that disused railtracks identified on the relevant Plan maps will be protected from development and the land will be safeguarded for the construction of transportation schemes including footpaths, cyclepaths and in the long term possible public transport options. Therefore the Portadown to Dungannon and the Portadown to Armagh disused rail track bed is offered protection in the Craigavon Area Plan but this is not reflected in either the Armagh Area Plan 2004 or the Dungannon and South Tyrone Area Plan 2010.

### **Policy TRAN 3: Central Craigavon Rail Halt**

The policy states that land adjacent to the railwayline in central Craigavon will be safeguarded for future construction of a rail halt. However, to date no decision has been made by translink in relation to a potential halt.

### **Banbridge / Newry and Mourne Area Plan 2015**

- 3.14** The Banbridge/Newry and Mourne Area Plan 2015 was adopted in October 2013. This was informed and supported by Local Transport Studies including one for Banbridge which was commissioned by DRD Roads Service. Protected routes within the District are shown in **Appendix 1**.

The Plan's Transportation Strategy which is prepared within the context of the objectives of the RDS and RTS has the following Key elements:

- Integration of transportation and land use
- Development of the transport infrastructure
- Reduction of Traffic Congestion
- Promotion of public transport use
- Promotion of walking and cycling
- Car parking

- 3.15** The Plan proposes a number of Transportation Schemes to be undertaken subject to the availability of resources, 8 of these are in Banbridge, 1 in Dromore, 1 in Gilford and 1 in Loughbrickland. They are referred to as:

Proposal **BE 54** – Transport scheme for a new bus station in Banbridge

Proposal **BE 55** – Transport scheme for the provision of a grade separated junction at Newry Road/Cascum Road, Banbridge **complete**

Proposal **BE 56** - Transport scheme for the provision of a grade separated junction at A1/Dromore Road, Banbridge **complete**

Proposal **BE 57** - Transport scheme for a link road from the Newry Road to the Ballygowan Road, Banbridge

Proposal **BE 58** – Transport scheme for a new road linking Bridge Street to Gospel Lane, Banbridge **complete**

Proposal **BE 59** – Transport scheme for a new road scheme linking Lurgan Road to Huntly Road, Banbridge

Proposal **BE 60** - Transport scheme for the realignment of the Scarva Road/Commercial Road/Downshire Place junction, Banbridge

Proposal **BE 61** - Transport scheme for a park and ride / park and share scheme at Rathfriland Road, Banbridge **under consideration**

Proposal **DE 43** – Transport scheme for the provision of a grade separated junction at A1/Banbridge Road, Dromore **complete**

Proposal **GD 11** - Gilford Town Centre Relief Road: Transport scheme for a new road linking Bridge Street to Dunbarton Street, Gilford

Proposal **LD 06** - Transport scheme for the provision of a grade separated junction at A1 / Dublin Road / Grovehill, Loughbrickland **complete**

## **4.0 Town Centre Masterplans and Development Strategies**

### **4.1 Armagh City Centre Masterplan**

**4.2** The Armagh City Centre Masterplan launched in May 2009 established a bold vision for the future growth and investment in the city. One of the main aims of the Masterplan was to develop a sustainable transport network for the city. The Masterplan states that the implementation of strategic transport measures, improvements to public transport facilities, rationalisation of road layouts and parking provision and the creation of high quality, walkable spaces will all play a part in realising this aim. It proposes that a Strategic Transport Strategy be undertaken to consider Armagh in a comprehensive manner focussing principally on reducing the role of the private car in lieu of more active travel and sustainable transport modes which, in turn, would facilitate sustainable economic growth, improve access to services and employment, safeguard committed transport improvements and protect the local environment. A review of the Masterplan was commissioned in 2014 which included engagement with a number of bodies including Transport NI.

**4.3** The analysis identified that Armagh's strategic regional location and current transport infrastructure arrangements have resulted in significant levels of City Centre congestion. The 2 proposed link roads identified in the Regional Transport Strategy plus the improvement of the A3 link to Portadown will help to reduce this problem. In addition a number of complementary measures were also proposed including improved provision of public transport, provision of good quality, safe routes between residential areas and facilities such as community greenways and consideration of additional strategic road infrastructure including the exploration of alternative strategic routes to the south of Armagh.

#### **4.4 Craigavon Integrated Development Framework**

**4.5** The Craigavon Integrated Development, launched in 2010, promoted a change in approach for transport and accessibility to enable the 3 centres of Craigavon, Portadown and Lurgan to function in a complementary way, to enable everyone to share in the facilities available for the Borough as a whole and for this to be done in a more sustainable way. It acknowledged that since car travel is already convenient the main focus for investment should be directed towards walking, cycling and public transport. A review of the CIDF was commissioned in 2014.

**4.6** Within the CIDF broader framework it identified 5 issues that needed to be addressed:

- A.** Parking – getting better use of land
- B.** Spatial policy and accessibility – balancing the advantage
- C.** Public Transport – connecting the 3 centres for everyone
- D.** Railway Stations – improving regional access
- E.** Streets and paths – creating walkable centres

**4.7** A number of specific projects were also identified to address these issues. These included:

- Produce a parking strategy for Central Craigavon, integrated with the strategies for public transport and cycling
- Build high quality bus stops in Lurgan and Portadown High Streets as a priority to provide better connections to and from the town centres.
- Create a new linking street between Portadown Station and Portadown High Street
- Invest in high quality public realm in Lurgan ( completed) and Portadown
- Design and implement signed parking routes for Portadown and Lurgan centres
- Produce and integrated public transport strategy for all 3 centres to include restructuring and integration of bus and rail services
- Improve Portadown Station and integrate with improved access routes
- Produce business case for a new station at Craigavon and define its role in the context of the public transport strategy
- Design and implement new streets in Central Craigavon.

#### **4.8 Banbridge Development Strategy 2009-2015**

The Banbridge Development Strategy was published in July 2009. It identified issues and various projects and measures aimed at improving transportation and movement within the town.

**4.9** The issues were based on information gathered by DRD in their 2007 Local Transport Study and identified problems such as illegal and inappropriate

parking which contributed to poor traffic circulation and congestion in the town centre particularly at peak times. Inappropriate pedestrian links between the car parks and the main retail area were also highlighted.

**4.10** Concepts in relation to transportation aimed at addressing the issues and underpinning the spatial strategy include;

- Making connections and new link roads. The town core was seen to be disconnected from its surrounding context. And the provision of new link roads, such as the Lurgan road to Huntly Road Link and a new link along the edge of Solitude Park, as part of a clear placemaking strategy was considered to be essential.
- Parking. There are 8 town centre car parks located at Bridge street, Church square, Commercial road, Downshire Place, Downshire Road, Kenlis Street and Townsend Street. The Development Strategy identified that there were no signs to inform drivers whether the car parks have unoccupied spaces. Parking Guidance and information, with additional measures on street could encourage people to park in the off street car parks and therefore decrease the congestion caused by traffic circulating to find a parking space. The Council has now taken over responsibility for off street car parks throughout the District.
- New bus station: The delivery of a new bus station was identified as a clear priority and work is now almost completed at a site at Kenlis Street.
- Greening of the Town centre and Connections: This project was identified to promote more sustainable, pedestrian friendly forms of travel by investing in walking and cycling routes with the aim of strengthening strategic connections in the town centre and was to include environmental improvements to footpaths, cycle routes, ponds and links to riverside.

**4.11** The Council has commissioned AECOM, in partnership with DSD to prepare a Town Centre Masterplan for Banbridge. As part of this an assessment of transport and movement including parking will be carried out to identify any traffic and transport improvements that may be necessary.

## **5.0 Modes of Travel and Public Responsibilities**

**5.1** There are various public and private bodies involved in providing transport infrastructure and services throughout Northern Ireland. The main modes of travel used are private car, public transport, walking and cycling. According to a DRD/NISRA Travel Survey for Northern Ireland (TSNI) carried out in NI between 2011-2013, car travel made up just over four fifths (81%) of the total distance travelled, public transport (Ulsterbus, Metro, Other Bus, Northern

Ireland Railways and Black Taxi) accounted for 7% of total distance travelled and walking 3%. These results are broadly consistent with surveys carried out in past years.

## Roads and the Private Car

- 5.2** Between 2011-2013 the car was the most commonly used main mode of transport for both men (71%) and women (75%) in NI. In this period, nearly 82% of households in Armagh City, Banbridge and Craigavon Borough had access to at least 1 car, with 41% having access to 2 or more cars. According to the 2011 Census, car ownership in ABC is higher than the NI average (Table 5)

**Table 5: % of households in ABC / NI owning one or more private vehicles**

Car/Van Ownership	Armagh District	Craigavon District	Banbridge District	ABC	Northern Ireland (Whole)
No Car/Van	14.87%	22.11%	14.18%	18.19%	22.7%
1 Car/Van	39.35%	43.11%	39%	41.14%	41.38%
2 Car/Van	32.69%	26.81%	34.69%	30.29%	27.04%
3 Car/Van	8.8%	5.9%	8.58%	7.33%	6.28%
4+ Car/Van	4.3%	2.07%	3.55%	3.04%	2.58%

Source: Census 2011 table KS405NI

- 5.3** With approx. 82% of households in Armagh, Banbridge and Craigavon owning a private vehicle, high reliance on the car as a mode of transport is expected to continue over the plan period. The challenge for planning will not be to reduce the number of private vehicles on the road but how we will reduce the need to travel as well reducing our consumption of fossil fuels.
- 5.4** Transport NI, previously known as DRD Roads Service, are the sole Road Authority in Northern Ireland. Transport NI is responsible for over 25,000km of public roads, 9700km of footways, 5800 bridges and 271,000 street lights. They were also previously responsible for 367 public car parks, however off street parking, has from the 1<sup>st</sup> April 2015, become a Local Government responsibility. Transport NI operates within the policy context set by DRD, whose strategic objectives are to maintain, manage and develop NI's transportation network. DRD is responsible for formulation of the Regional Transport Strategy, whilst DRD Transport NI is responsible for its implementation.
- 5.5** It is important to acknowledge that whilst Armagh City, Banbridge and Craigavon Borough Council is now responsible for off street parking it has no authority over the road network within the district. The new Local Development Plan may indicate a desire to see improvements to the existing road network within the Borough but the Council will be limited in what it can achieve as it is DRD who have the authority and control the mechanisms for implementing such changes. Off street car parking provision for the main towns in the District is illustrated in **Appendix 3**.

## Public Transport

- 5.6** In the context of NI, public transport modes are primarily buses and trains. In 2011-2013, 13% of households in NI said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 8% in 2001-2003. More than one quarter (28%) of households said they did not know how often they could get a bus from their nearest stop. As part of the TSNI one member of each household was asked how long it would take to walk to the nearest bus stop/NI Railways station. In 2011-2013, 68% of households lived within six minute walk of a bus stop or place where they could get a bus. Relatively few households were close to a train station. 62% said it would take them 44 or more minutes or that it was not feasible to walk.
- 5.7** With approximately 18% of households in Armagh, Banbridge and Craigavon not owning a private vehicle, it is evident that there is a fairly substantial reliance on public transport to allow people the ability to travel. These people tend to be the elderly, disabled or economically disadvantaged. This statement is further backed up by evidence provided in Preparatory Paper 1 (Population and Growth) which found that in NI as a whole, 25% of retired couples, 33% of single pensioners and over 50% of single parents do not have access to a private car. With a third of the Council's population living in rural areas there is also a heavy reliance on buses to take children to and from Secondary and Grammar Schools in the main hubs of Armagh, Banbridge, and Craigavon.
- 5.8** According to NISRA in 2015, there were 84,382 residents in ABC Local Government District (LGD) in employment. 66% of these people travelled to work by car/van and only 3% used public transport (bus/rail). This figure clearly highlights the fact that public transport within the district is a seriously underutilised mode of transport. This may be explained, in part, by the level of public transport service available within the district, in particular, the level of service available to rural dwellers.

**Table 6: Mode of Travel to Work**

Mode of Travel	ABC LGD	Northern Ireland
Work at home	10.6%	10.32%
Car/Van driver	61.4%	57.70%
Car/Van passenger	5.23%	4.92%
Bus	2.3%	4.77%
Rail	1.7%	1.31%
Walk	5.59%	7.74%
Cycle	0.6%	0.85%
Taxi	0.59%	1.35%
Motorcycle	0.37%	0.39%
Car Pool	10.26%	9.83%
Other	1.36%	0.82%

Source: NISRA Website 2015



- 5.9** DRD retains overall responsibility for public transport policy, whilst DOE is responsible for the safety and operating standards and licensing of bus routes. The majority of public transport services are provided by subsidiary companies of the Northern Ireland Transport Holding Company (NITHC), an overseeing public corporation. The principal NITHC subsidiary companies operating under the brand name Translink are: Metro (serves Belfast area), Ulsterbus (serves regional network) and Northern Ireland Railways (NIR). Both Ulsterbus and NIR operate in ABC Council Area.
- 5.10** The week commencing the 16<sup>th</sup> March 2015 saw the beginning of a public consultation process whereby Translink started engagement with the public to assess the implications for the existing bus and rail networks as a consequence of the recent budget settlement for 2015-2016. The closing date for this consultation was 3<sup>rd</sup> April 2015, with changes being implemented in the Summer.
- 5.11** Community Transport is important for rural areas. The Rural Transport Fund provides a Rural Bus Subsidy annually to support socially necessary but uneconomic bus services in rural areas eg Armagh Rural Transport and Down, Armagh Rural Transport (DART). As a result of the need to cut Government expenditure and if austerity measures continue to be implemented it is likely that vital Transport services such as these, may be under threat.

## **Cycling and Walking**

- 5.12** Between 2011- 2013 37% of households in Northern Ireland owned at least one bicycle. A total of 14% of households owned one bicycle, 11% had two bicycles and a further 13% had 3 or more bicycles (TSNI). Despite this, only 1% of journeys per adult per year were by bicycle and 16% of journeys per adult per year were by foot.
- 5.13** A key Government priority for growing a sustainable economy involves promoting a modal shift from private car usage to cycling and walking. DRD have taken responsibility for co-ordinating relevant cycling and walking policy. A Cycling Unit was established in November 2013 and provides a focus and co-ordination role for cycling issues and cycling related activities. The Unit works towards making cycling an integral part of network planning and development and ensures that cycling provision is a key element in both strategy and delivery.
- 5.14** In August 2015 DRD published a Bicycle Strategy for NI which sets out how they plan to make NI a cycling community over the next 25 years. The strategy promotes the development of a 'three pillar approach' for the development of cycling which includes careful planning, high quality infrastructure and effective

behaviour change campaigns. The strategy also develops 4 key elements which will contribute to achieving the DRD vision for cycling in NI:

1. Developing a comprehensive network in both urban and rural areas
2. Safe Places
3. Greater Numbers
4. Inviting Places

A delivery plan will be published following the finalisation of this draft strategy.

- 5.15** The Cycling Unit plans to develop a number of Bicycle Network Plans for the urban areas within Northern Ireland. It may be some time before this is commissioned for the main hubs in Armagh, Banbridge and Craigavon, if at all. DRD has also established a Greenways Working Group to scope a plan for the development of greenways.
- 5.16** As part of a wider programme of work to develop more sustainable transport arrangements, the DRD established a Cross-Sectoral Active Travel Forum in March 2010. Drawing representation from across government departments, local government, the voluntary and community sector, and the private sector, the Forum was tasked with developing a high level strategy for Active Travel. This document was produced in 2013 and aims to put walking and cycling at the heart of our local transport arrangements. The Active Travel Strategy and Bicycle Strategy will assist with the aim of making it easier to walk and cycle and will encourage a modal shift. These documents should be given due consideration at preferred option stage by Armagh City, Banbridge and Craigavon Borough Council.
- 5.17** Travelwise NI is an initiative to encourage the use of sustainable transport options such as walking, cycling, public transport or car sharing. The Travelwise Team forms an integral part of the Cycling Unit and continues to promote all sustainable options through supporting events, media campaigns and awareness programmes in partnership with schools and businesses.
- 5.18** At a local level Transport NI are responsible for implementation of the infrastructure to encourage walking and cycling along public highways. Other Departments also have a role to play (eg) Department of Education have been involved in encouraging "Safer Routes to School". Voluntary and community organisations also have a part to play. The largest of these is Sustrans, an independent charity. Sustrans is active in promoting cycling infrastructure, particularly the National Cycle Network.
- 5.19** Having considered the different modes of travel and the responsibilities for their provision, it is apparent that in order to conform with Regional Policy, the new ABC Local Development Plan needs to promote a modal shift to more sustainable forms of transport. This could be achieved most effectively not only by creating additional cycle and walkways but by distributing and zoning open spaces to create green areas, as well as increasing permeability within new

housing developments and avoiding the creation of too many Cul de Sac's. The new Local Development Plan should also identify safe routes for schools which in turn could result in the prioritisation of public highway improvements by DRD (eg) Pelican Crossings and Footways. However the ability to achieve such a modal shift is limited and any successes will be primarily achieved in the hubs. For the rural dweller in Armagh, Banbridge and Craigavon the private car will remain the primary form of transport. As such, complimentary measures should be introduced in the plan which are aimed at reducing the need to travel long distances in order to access shops, recreation facilities and public services within the district.

- 5.20** Within the new Council area there is a growing network of cycling routes. Craigavon, Portadown and Lurgan offer lots of variety for walking and cycling and legacy projects such as Craigavon Borough Council's 'Craigavon Community Greenway' project has significantly improved existing facilities. This project attracted funding of £1.3million from DRD and extended for 7 miles from Portadown rail station to Lurgan rail station. It included the refurbishment of underpasses, the installation of new toucan crossings, lighting, signage and resurfacing and aims to encourage and increase walking and cycling levels.
- 5.21** The National Cycle Network has a number of routes running through the Council Area. It is a millennium project, the aim of which is to provide a safe, attractive, high quality network of traffic –free paths and quiet on-road cycling and walking routes that connect to every major town and city in the UK. It also provides a major new amenity for walkers and people with disabilities. The project is co–ordinated by the charity Sustrans, which involved a partnership with District councils, land-owning bodies, government departments and specialist and local interest groups. The NCN Route 91 runs west from Portadown to Tynan via Armagh and route 9 / 94 (The Craigavon Cycle Trail) starts and finishes in nearby Portadown. (Fig.1)
- 5.22** The Ulster Way – a 625 mile (1000 km) circular long distance walking route around Northern Ireland also traverses part of the Council Area with routes from Portadown to Newry ( along the Ulster Canal Tow Path ) and from Scarva to Aughnacloy. Dating back to 1946 when Wilfrid Capper MBE had the inspiration to create a circular walking route taking in the six counties of Northern Ireland, the Ulster Way is one of the longest walking routes in the United Kingdom and Ireland. In order to provide a high quality walking experience the revised Ulster Way was launched in 2009 and provides walkers with the opportunity to take in Northern Ireland's spectacularly varied scenery. The revised route is separated into 'Quality' and 'Link' sections designed to help maximise the potential of the best walking areas in Northern Ireland whilst minimising the time spent on busy roads.



**Figure 2: The National Cycle Network in NI**

*Source: Cycle NI*

## 6.0 Community Transport

**6.1** Community transport is a term covering a wide range of solutions usually developed to cover a specifically identified transport need, typically run by the local community for local neighbourhoods on a not-for-profit basis. Community transport provides the connectivity needed to get otherwise isolated or excluded groups of people to a range of destinations, and helps to develop sustainable communities. It is often provided via minibuses and volunteer car schemes. The main community transport providers in Armagh, Craigavon and Banbridge are Armagh Rural Transport and Down Armagh Rural Transport partnership. Both these providers offer community car schemes, door to door or dial a ride and group transport. There are a variety of additional providers offering group transport including Ballymore Open Centre and Shankill (Lurgan) Community Projects.

**6.2** The DRD provides grants to community transport organisations under the Transport Programme for People with Disabilities (TPPD) and the Rural Transport Fund (RTF).

- 6.3** The TPPD has been in existence since 1991 and has complemented and augmented improvements in accessible transport by developing a range of specialised transport services for disabled persons in conjunction with a number of service operators. The TPPD currently funds a number of activities listed below:
- **Door to Door Transport** (Ceased 31<sup>st</sup> March 2013). Disability Action Transport Scheme (**DATS**) now provides an 'interim' specialised transport service for people living in towns or cities who find it difficult to use public transport. This service is currently available in Armagh, Banbridge and Craigavon.
  - **Public Transport (Translink Easibus)** – Available in Belfast Only.
  - **Shop Mobility** – not available within the District
  - **Dial a Lift** – Service for people living in rural areas not covered by the DAT urban scheme.
  - **Advice and Support** – Through the Inclusive Mobility and Transport Advisory Committee (Imtac)
- 6.4** The Rural Transport Fund (RTF) has been in existence in Northern Ireland since November 1998. Its primary objective is to support transport services designed to give people in rural areas improved access to work, education, healthcare, shopping and recreational activities and by so doing assists in reducing their social isolation.
- 6.5** The RTF offers support through two primary means of assistance; subsidy for new rural services provided by Translink and; revenue and capital funding for Rural Community Transport Partnerships (RCTPs). RCTP's are set up and managed by volunteers on a non-profit basis and may take different forms, reflecting their local nature. They encourage volunteers to use their own cars as part of social car schemes or to drive minibuses. RTCP's have effectively become the primary source of accessible transport for many older people and people with disabilities living in rural areas.
- 6.6** The DRD, in July 2009 and November 2013, launched a Rural Transport Fund Voucher Scheme to provide financial assistance towards the cost of rural transport. This scheme is now closed indefinitely.
- 6.7** Community Transport Association (CTA) UK is the national representative body for not-for-profit passenger transport operators in the UK. It provides training, advice and information on accessible, voluntary and community transport provision and is in the forefront of work to promote minibus safety and accessibility standards. CTA NI was established in Northern Ireland in 1996 and is supported by DRD. CTA NI has worked with the RTF and TPPD teams to support the Rural Community Transport Partnership infrastructure across Northern Ireland.

## 7.0 Public Transport

7.1 Local bus services for Armagh, Banbridge and Craigavon are provided by Translink/Ulsterbus/Goldline Services. There is a main bus station in Armagh and a main Depot at Highfield Craigavon (although this does not have a passenger facility). A small ticket office currently operates in Banbridge and this is soon to be replaced by a new facility at Kenlis Street, Banbridge. There are currently no bus stations in Portadown or Lurgan.

**Table 7: Ulster Bus Stations and Depots within the District Council Areas**

District	Stations	Depots
Armagh	Armagh Bus Station ( Lonsdale Road, Armagh )	Sub-Depot (Loughgall Road, Armagh)
Banbridge	Banbridge Bus Station (Newry Street, Banbridge)	N/A
Craigavon	N/A	Highfield, Craigavon

7.2 All other towns and villages within ABC are served by bus stops. Regular services operate to the main towns and villages, though many are limited to school time requirements. Some services operate only for part of the route and some operate on specified days only and in some instances for selected parts of the year. **Appendix 4** detail the bus services currently available across the district. Within the urban areas, there are several services within Armagh City, Portadown, Craigavon, Lurgan and Banbridge. Express (Goldline) services run to destinations within Northern Ireland and the Republic of Ireland. Bus Eireann Airport Service (X1) runs Dublin to Belfast via Newry and Banbridge and (33) runs from Dublin, Dublin Airport – Monaghan – Armagh – Portrush.

7.3 This timetable data provided in **Appendix 4** indicates that the provision of public transport within the Council Area concentrates on the District Towns and other settlements along main transport routes. Settlements which are not located along these routes are less well served, with some areas very poorly served or not served at all. Service provision is also poor at weekends, especially on Sundays.

7.4 ABC has two highway Park and Ride/Share sites. One of which is strategically located close to the M1 motorway at Loughview Roundabout, Lurgan. The other is at the Creamery site at Rathfriland Road, Banbridge adjacent to the A1 dual carriageway.

## 7.5 RAIL SERVICES

Translink NI Railways operates scheduled rail services in NI serving a number of routes including Belfast to Newry. This service begins at Bangor and runs through Belfast, Lisburn, Lurgan, Portadown, Scarva and Poyntzpass. The line offers a combination of express services and trains that stop at each halt and station. The Portadown to Bangor line offers regular railway services between 6am and 11pm (39 trains each way Monday–Saturday & and 19 on a Sunday).

**7.6** In addition to the local services, the flagship cross-border Enterprise Service links Belfast and Dublin by rail and is jointly operated between Translink NIR and Iarnród Éireann. It provides 8 services in each direction Monday – Saturday and 5 in each direction on Sundays.

**7.7** Significant investment has been carried out to upgrade Portadown train station and upgrade the cycle paths that link both Portadown and Lurgan stations making them more accessible to pedestrians/cyclists. However, a number of issues associated with rail transport remain. These include traffic congestion caused by William Street level crossing in Lurgan, the need for increased park and ride facilities at both Lurgan and Portadown stations and the need to reconsider the provision of a Central Craigavon station or halt particularly in the context of development projects which may emerge in the Central area.

## 7.8 TAXI SERVICES

There are currently four types of taxi in Northern Ireland. These can be identified by the colour of taxi plate on the front and back of the taxi.

**Green** - A green license plate means that the taxi must be pre-booked either in person, at a depot, or by phone. The majority of these are not wheelchair accessible.

**Yellow** - A yellow license plate means that the taxi can be hailed in the street or picked up from designated taxi ranks when the roof light is on. These taxis are wheelchair accessible and will have a taximeter.

**White** - A white license plate means the taxi can be pre-booked or hailed in areas outside a five mile radius of Belfast City Centre. These taxis are not required to be wheelchair accessible or have a meter.

**White and Blue** - White and blue license plates are issued to some taxis that operate like buses, that is, they charge passengers an individual fare on some routes. These taxis are not required to have a meter but are wheelchair accessible.

Taxi services provide an important and expanding transport service throughout all of the new Armagh Banbridge Craigavon Borough, particularly in the main towns.

## **8.0 Conclusion**

- 8.1** Based on the current transport situation and different modes of travel and responsibilities for their provision, it is apparent that in order to conform with Regional Policy, the new Local development Plan needs to promote a modal shift to more sustainable forms of transport. This could be best achieved by not only creating additional cycle and walkways but by distributing and zoning open spaces to create green areas, improving connectivity as well as increasing permeability within new housing developments. Identifying safe routes for schools which could result in the prioritisation of public highway improvements by DRD eg Pelican Crossings and footways.
- 8.2** However, the ability to achieve such a modal shift is limited and any successes will be primarily achieved in the main towns as it would not only encourage the use of public transport but would also discourage the use of the private car by making town centres less accessible to the private car, reducing the number of parking spaces and increasing the cost of using car parks. Simultaneously, cycle and walkways would be increased along with public transport provision. This may be ideal in the main hubs of Armagh, Banbridge, Portadown, Central Craigavon and Lurgan but would not be a sustainable approach for the Council's rural population, particularly those within the remoter part of the District who rely on the private car.
- 8.3** Therefore, in preparing the local Development Plan (LDP) for Armagh City, Banbridge and Craigavon it is important to assess the transport needs within the entire plan area to ensure that appropriate consideration is given to transportation issues. A balance needs to be reached where public transport is encouraged and accessible in order to reduce the environmental impact of transport but not to the detriment of the rural population. The use of park and ride/share facilities should be encouraged with adequate provision of these facilities at key locations across the Council Area and the use of existing walkways and cycleways ensuring connectivity, particularly within our towns. This approach would ensure that those living in the urban and rural areas will be provided with a choice of travel. Consideration should also be given to the DRD regional Transportation Strategy and the relevant Transport Plans. This will ensure that the LDP and Transport Plans have a complementary role to play in promoting greater integration of transportation and land-use planning. The SPPS seeks to secure this improved integration with land-use planning,



consistent with the RDS; and to facilitate safe and efficient access, movement and parking.

- 8.4** The local transport studies carried out as part of the SRTP go some way to detailing transport issues, problems and opportunities in the city and main towns in the Council area. Consultation will be required with Transport NI when considering land use allocations and future development sites to ensure the integration of transport and land-use planning.. This will allow for a detailed assessment of the impact of proposed development on the highway network and the possibility of providing suitable access. It will be important to ensure that the new Local Development Plan meets the needs of all road users whether they are living, working, visiting or have businesses in the area and require better connectivity within the District and between the main hubs and beyond.

# APPENDICES

**Appendix 1: Protected Routes in ABC**

**Appendix 2\*:**

**Map 1: Armagh Highways Blueprint**

**Map 2: Armagh Cycling Blueprint**

**Map 3: Armagh Walking Blueprint**

**Map 4: Banbridge Highways Blueprint**

**Map 5: Banbridge Cycling Blueprint**

**Map 6: Banbridge Walking Blueprint**

**Map 7: Craigavon Cycling Blueprint**

**Map 8: Craigavon Walking Blueprint**

**Map 9: Lurgan Highways Blueprint**

**Map 10: Lurgan Cycling Blueprint**

**Map 11: Lurgan Walking Blueprint**

**Map 12: Portadown Highways Blueprint**

**Map 13: Portadown Cycling Blueprint**

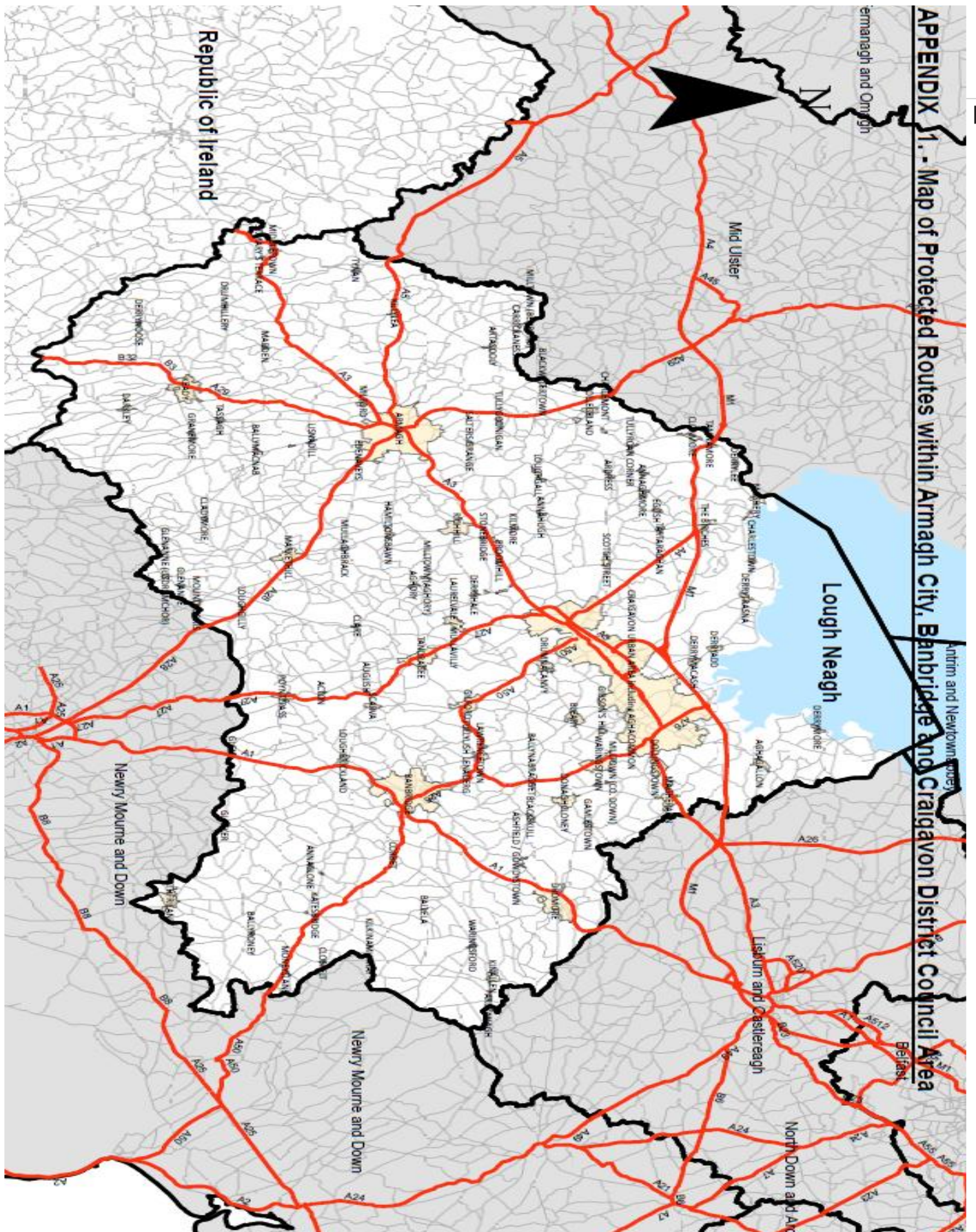
**Map 14: Portadown Walking Blueprint**

**Appendix 3: Car Park availability throughout the Council Area**

**Appendix 4: Goldline / Ulsterbus frequency in the Council Area**

\*No Craigavon Highways Blueprint available.

# Appendix 1: Protected Routes in ABC

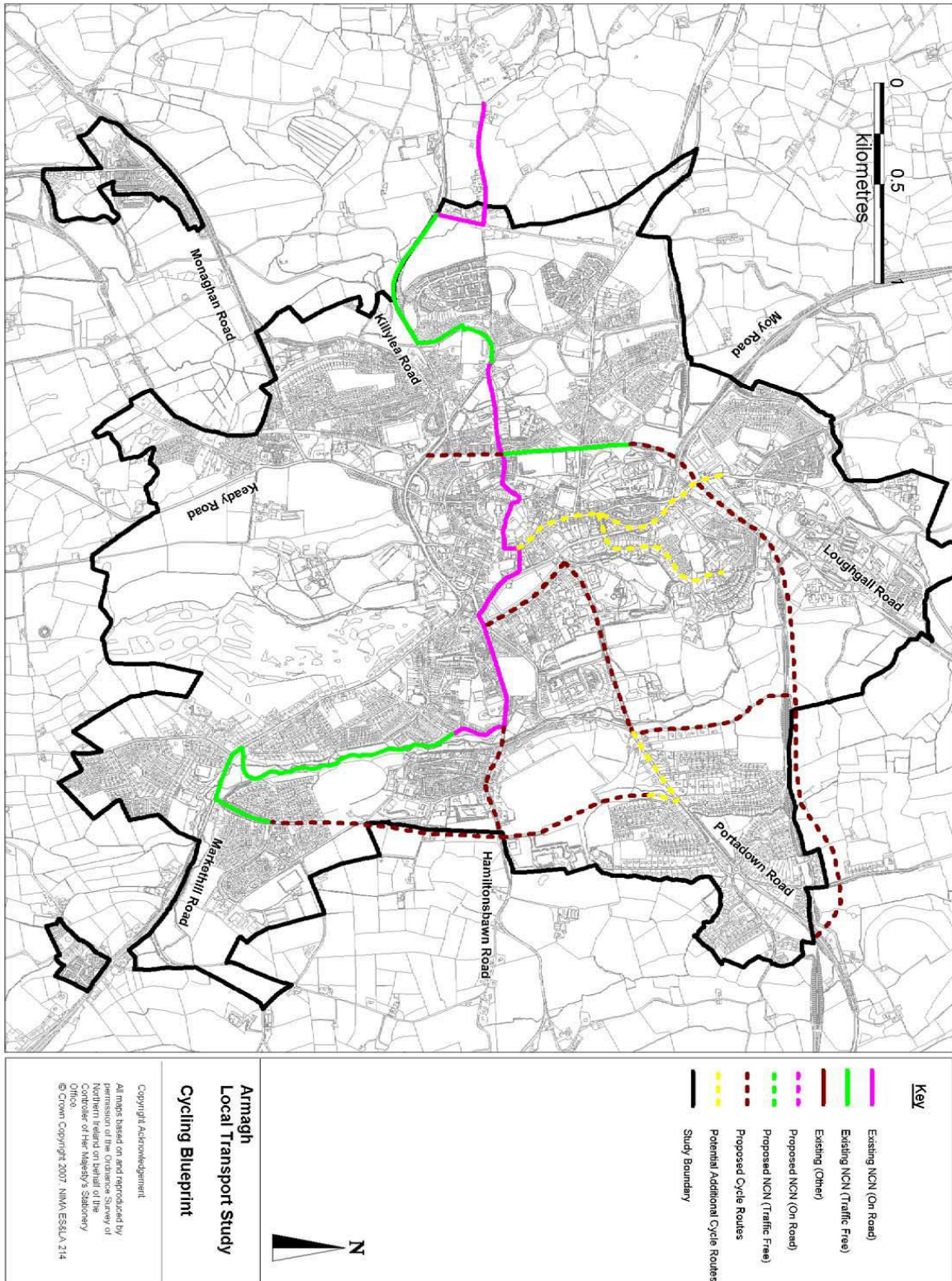


## Appendix 2: Map 1 Armagh Highways Blueprint

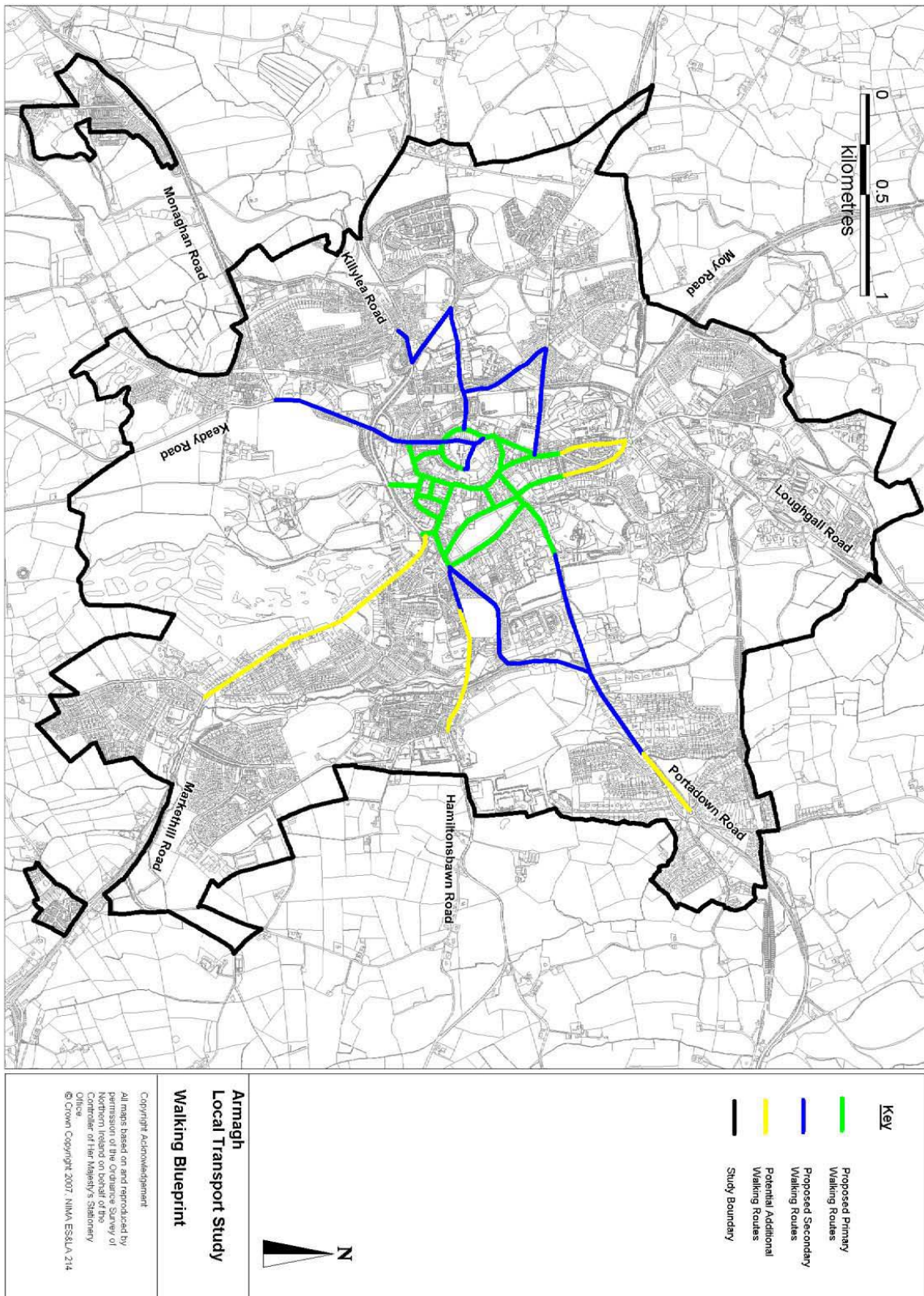


<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">●</span> Proposed Junction Improvement</li> <li><span style="color: green;">- - -</span> Proposed RSTN Highway Schemes</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Study Boundary</li> </ul>	<p><b>Armagh Local Transport Study Highway Blueprint</b></p>	<p><small>Copyright Acknowledgement All maps based on and reproduced by permission of the Ordnance Survey of Northern Ireland on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright 2006 Permit Number: 00012</small></p>
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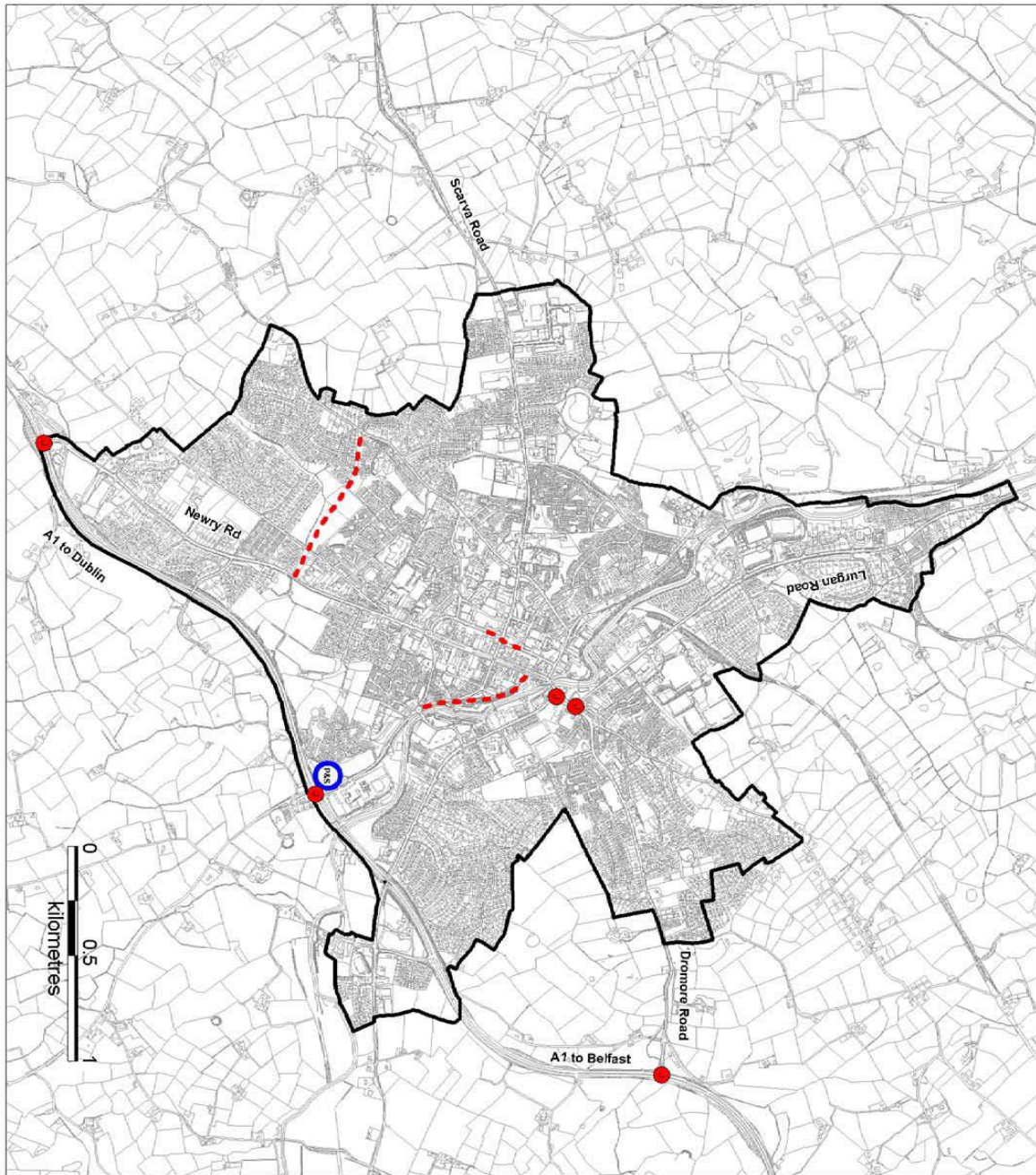
## Appendix 2: Map 2 Armagh Cycling Blueprint



## Appendix 2: Map 3 Armagh Walking Blueprint

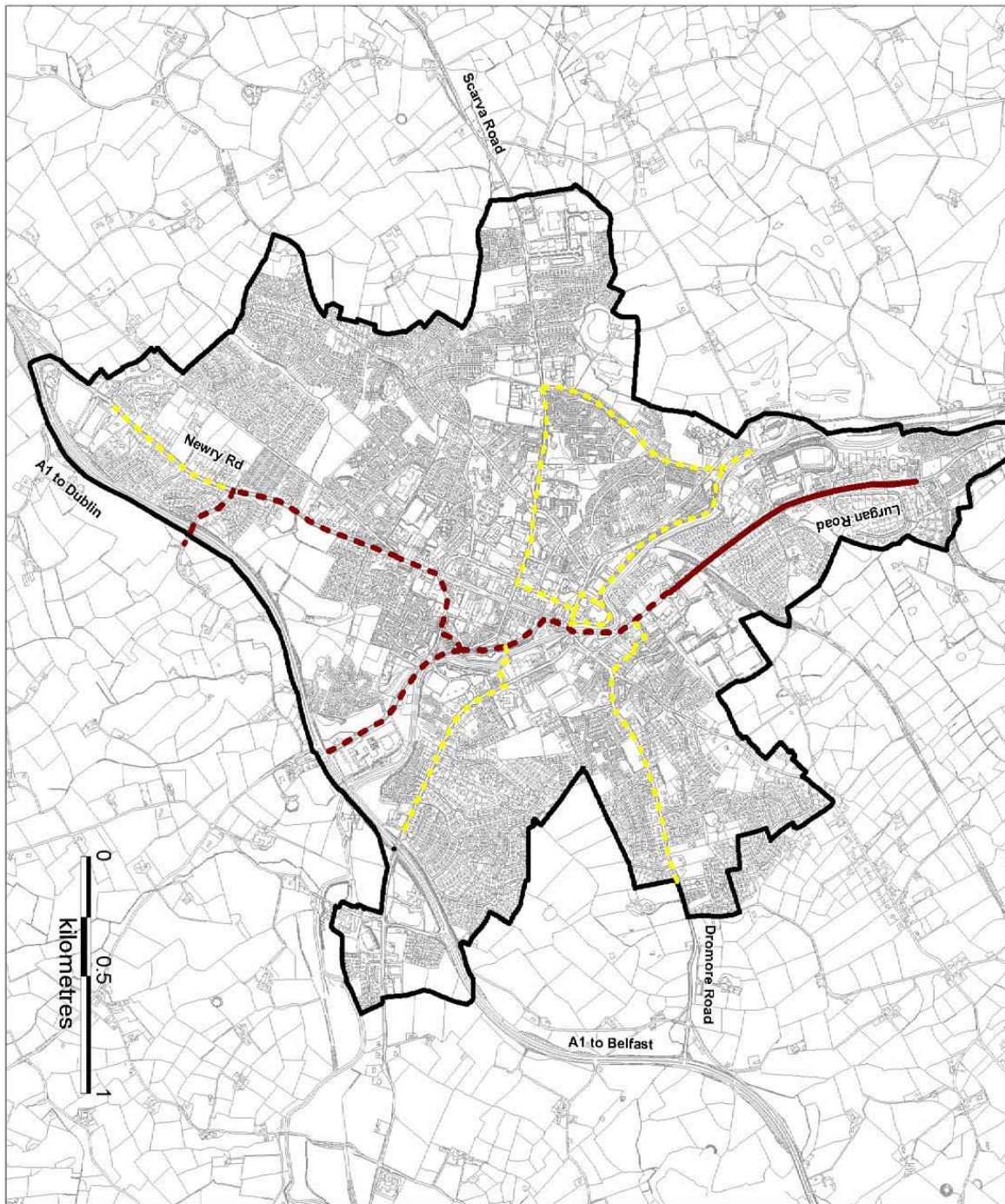


## Appendix 2: Map 4: Banbridge Highways Blueprint



<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">---</span> Proposed Highway Scheme</li> <li><span style="color: red;">●</span> Proposed Junction Improvements</li> <li><span style="border: 1px solid blue; border-radius: 50%; padding: 2px;">PAS</span> Proposed Park &amp; Share Site</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Study Boundary</li> </ul>	<p>N</p>	<p><b>Banbridge Local Transport Study Highways Blueprint</b></p> <p><small>Copyright Acknowledgement All maps based on and reproduced by permission of the Ordnance Survey of Northern Ireland on behalf of the Controller of Her Majesty's Stationery Office. Copyright 2008 Permit Number: 60012</small></p>
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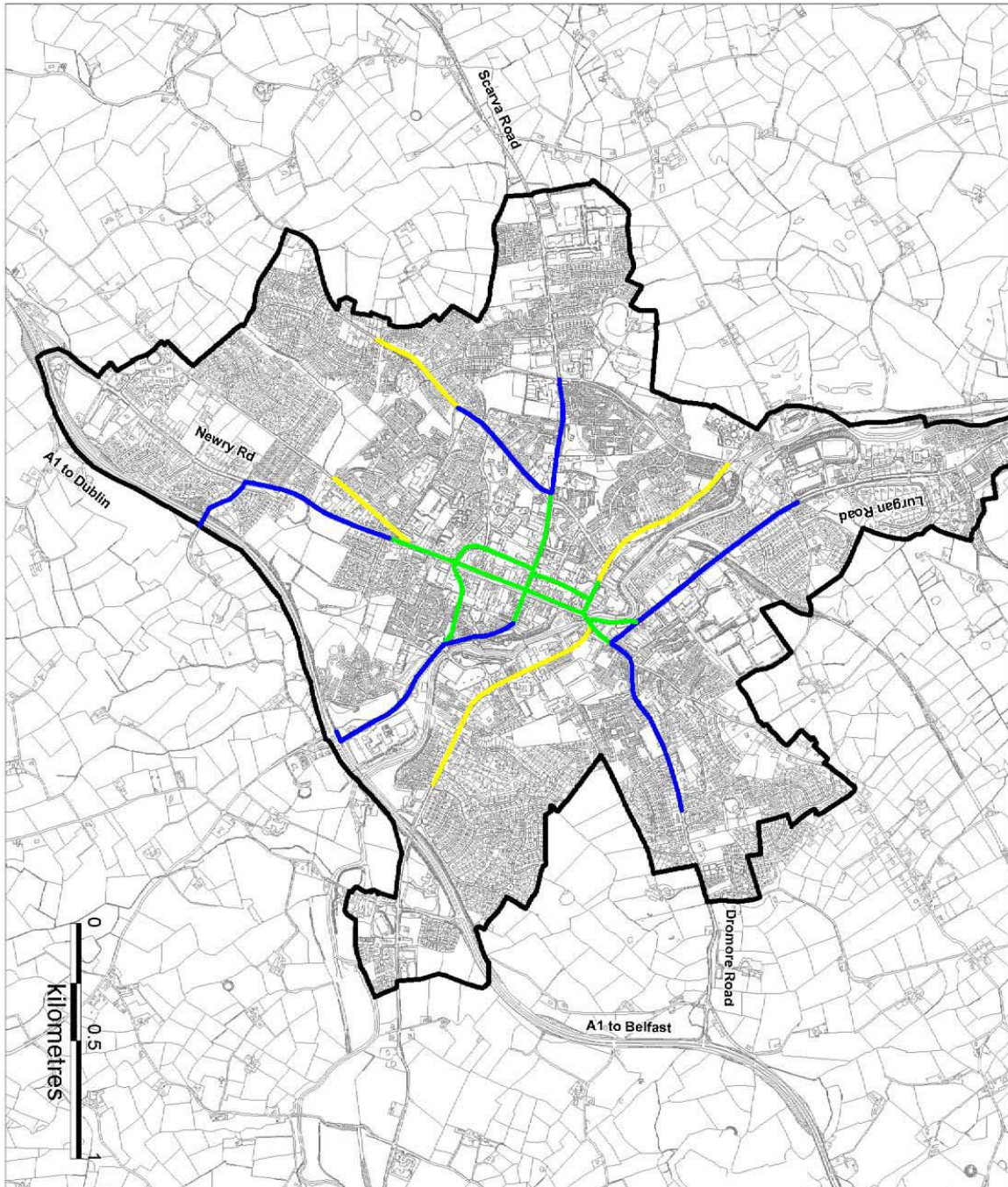
## Appendix 2: Map 5: Banbridge Cycling Blueprint



<p><b>Banbridge</b> <b>Local Transport Study</b> <b>Cycling Blueprint</b></p>	<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: pink;">—</span> Existing NCN (On Road)</li> <li><span style="color: green;">—</span> Existing NCN (Traffic Free)</li> <li><span style="color: brown;">—</span> Existing Other</li> <li><span style="color: purple;">—</span> Proposed NCN (On Road)</li> <li><span style="color: lightgreen;">—</span> Proposed NCN (Traffic Free)</li> <li><span style="color: red;">- - -</span> Proposed Cycle Routes</li> <li><span style="color: yellow;">- - -</span> Potential/Additional Cycle Routes</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Study Boundary</li> </ul>
<p>Copyright Acknowledgement All maps based on and reproduced by permission of the Ordnance Survey of Northern Ireland on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright 2007. NIWA ES&amp;LA 214</p>	<p>N</p>

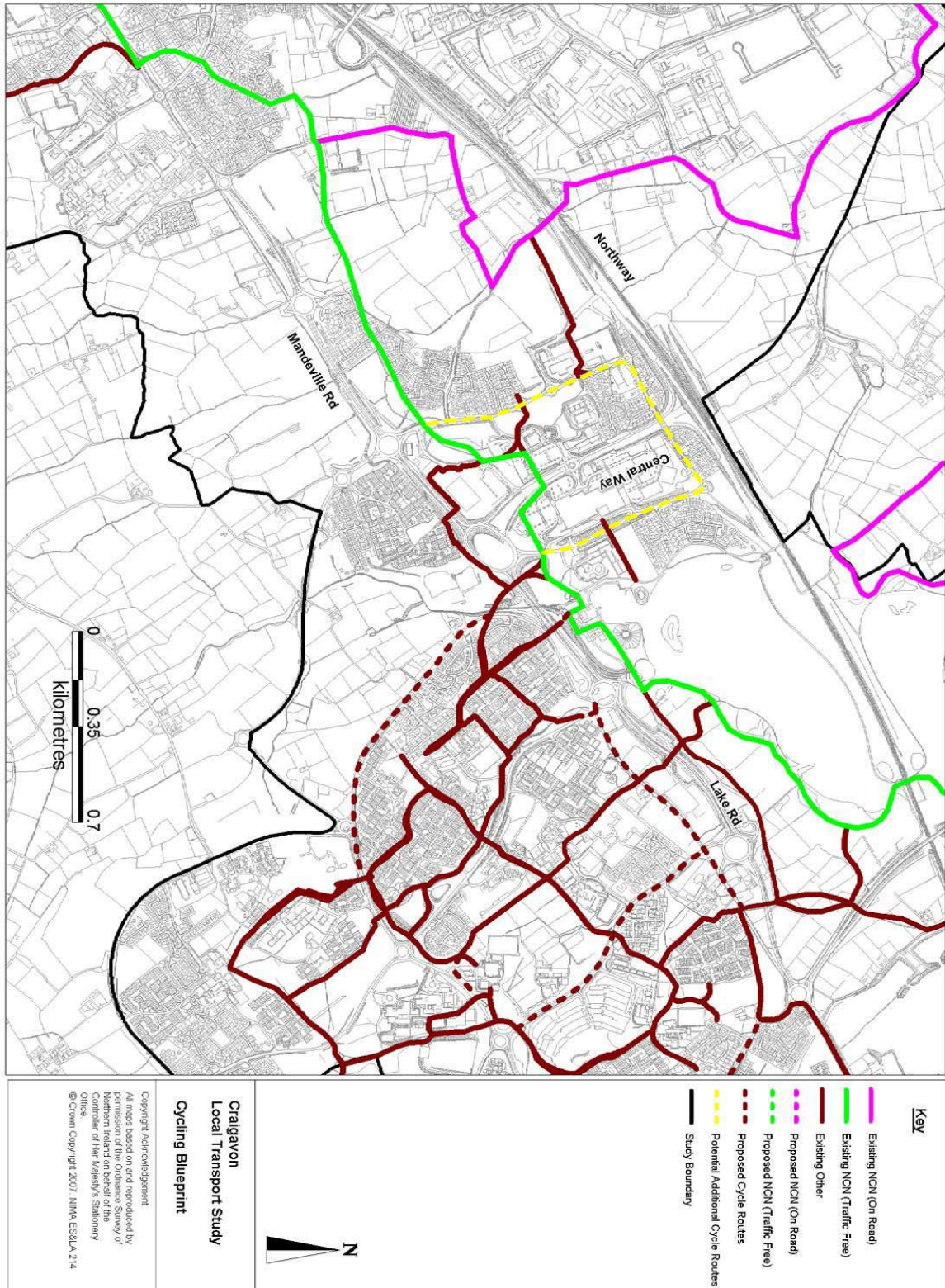


## Appendix 2: Map 6: Banbridge Walking Blueprint

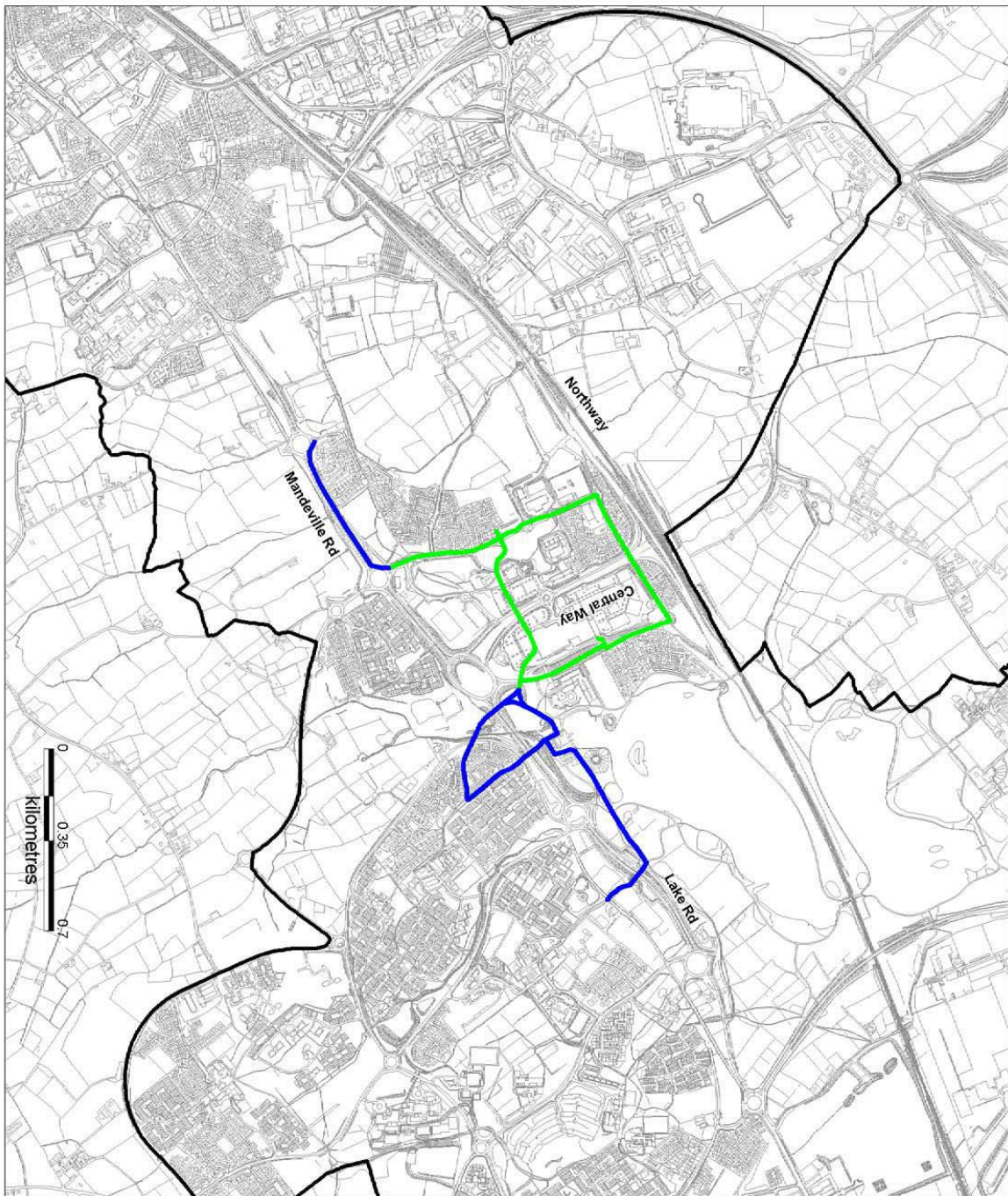


<p><b>Banbridge</b> <b>Local Transport Study</b> <b>Walking Blueprint</b></p> <p><small>Copyright Acknowledgement All maps based on and reproduced by permission of the Ordnance Survey of Northern Ireland on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright 2007. NMA/ES/SLA 2/14</small></p>	<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">—</span> Proposed Primary Walking Routes</li> <li><span style="color: blue;">—</span> Proposed Secondary Walking Routes</li> <li><span style="color: yellow;">—</span> Potential Additional Walking Routes</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Study Boundary</li> </ul>	<p style="text-align: center;">N</p>
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# Appendix 2: Map 7: Craigavon Cycling Blueprint

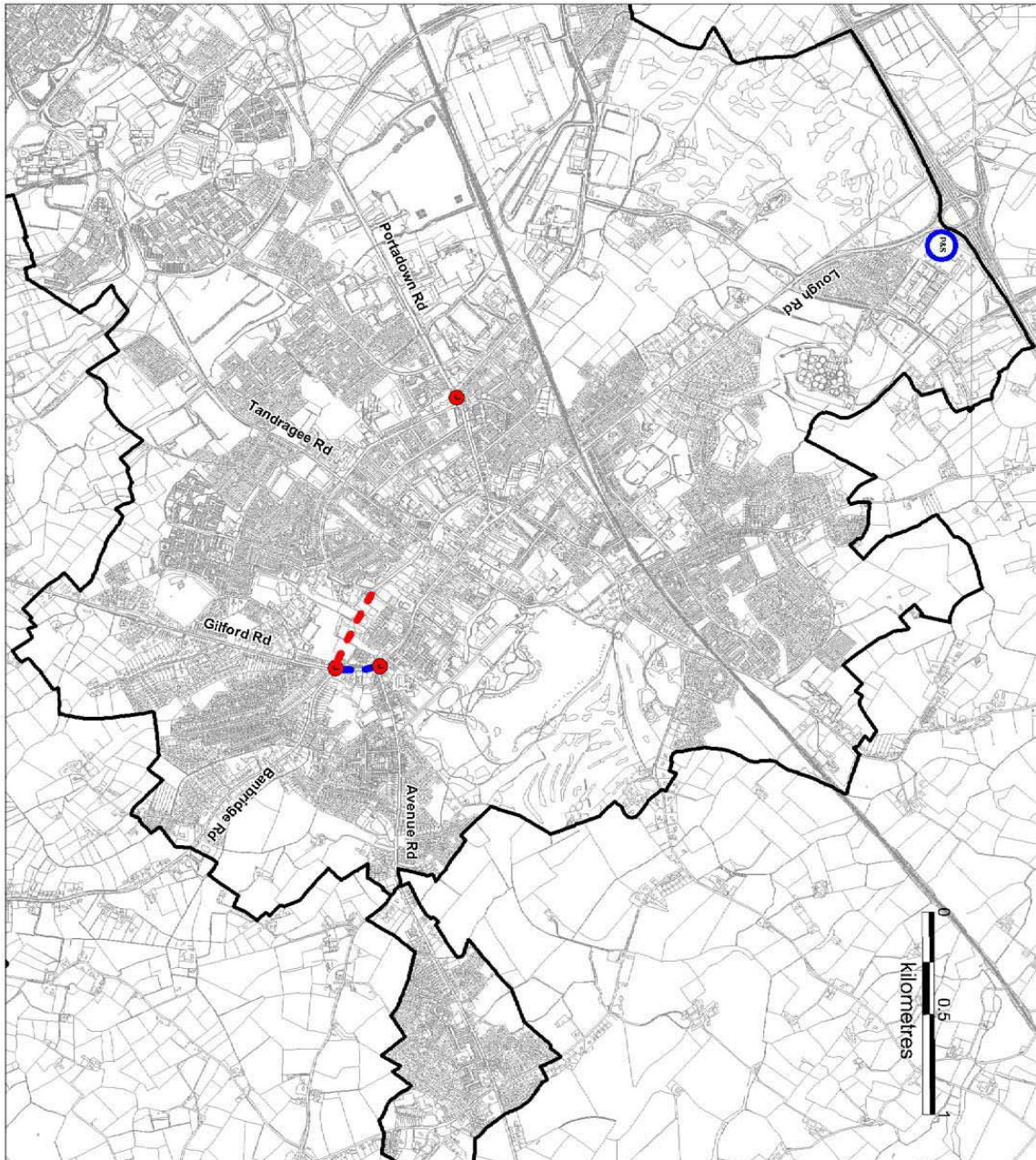


## Appendix 2: Map 8: Craigavon Walking Blueprint



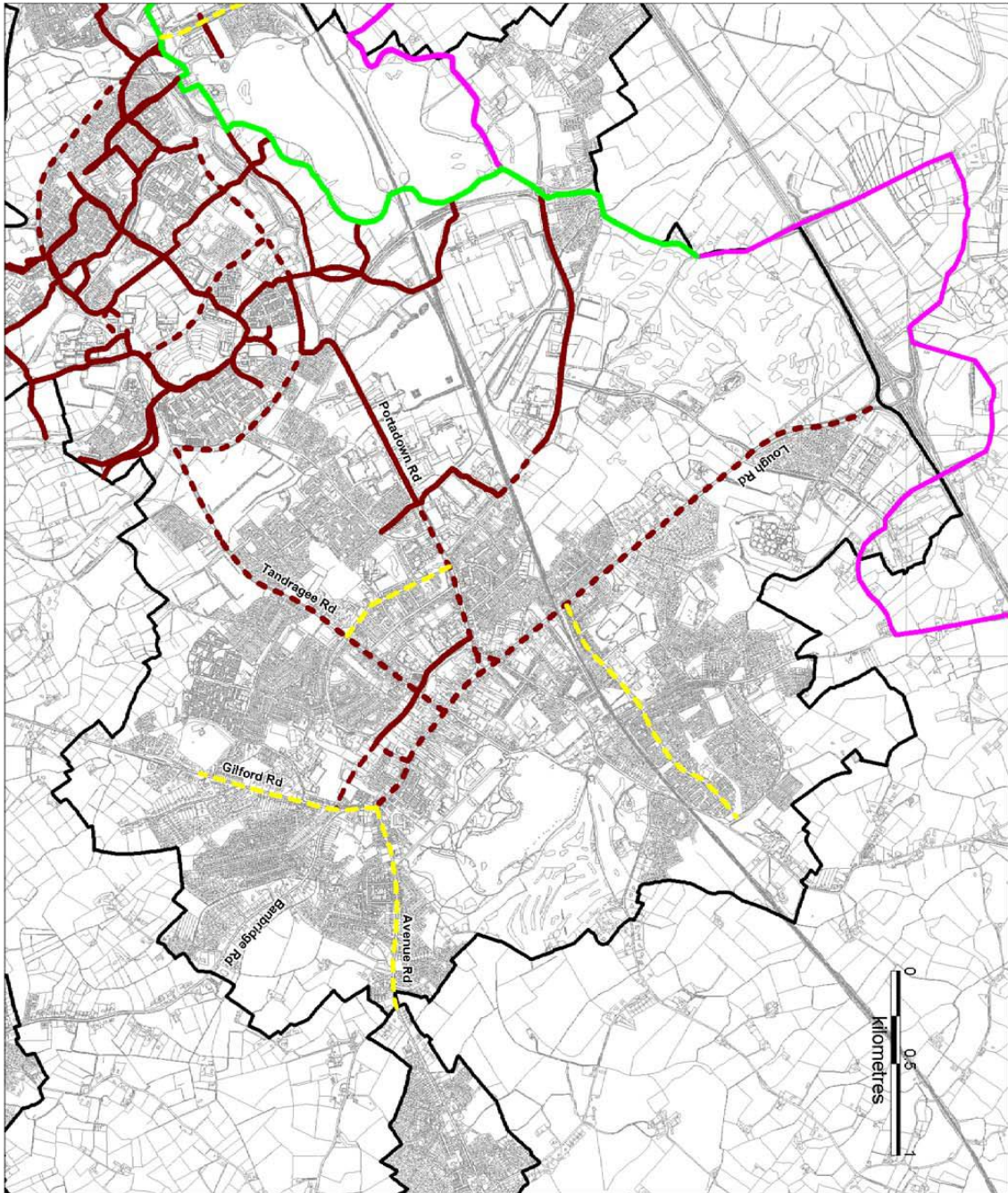
<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">—</span> Proposed Primary Walking Routes</li> <li><span style="color: blue;">—</span> Proposed Secondary Walking Routes</li> <li><span style="color: yellow;">—</span> Potential Additional Walking Routes</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block;"></span> Study Boundary</li> </ul>		<p><b>Craigavon Local Transport Study Walking Blueprint</b></p> <p><small>Copyright Acknowledgement All maps based on and reproduced by permission of Ordnance Survey, Northern Ireland, on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright 2007. NINA ES&amp;L/A 214</small></p>
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## Appendix 2: Map 9: Lurgan Highways Blueprint



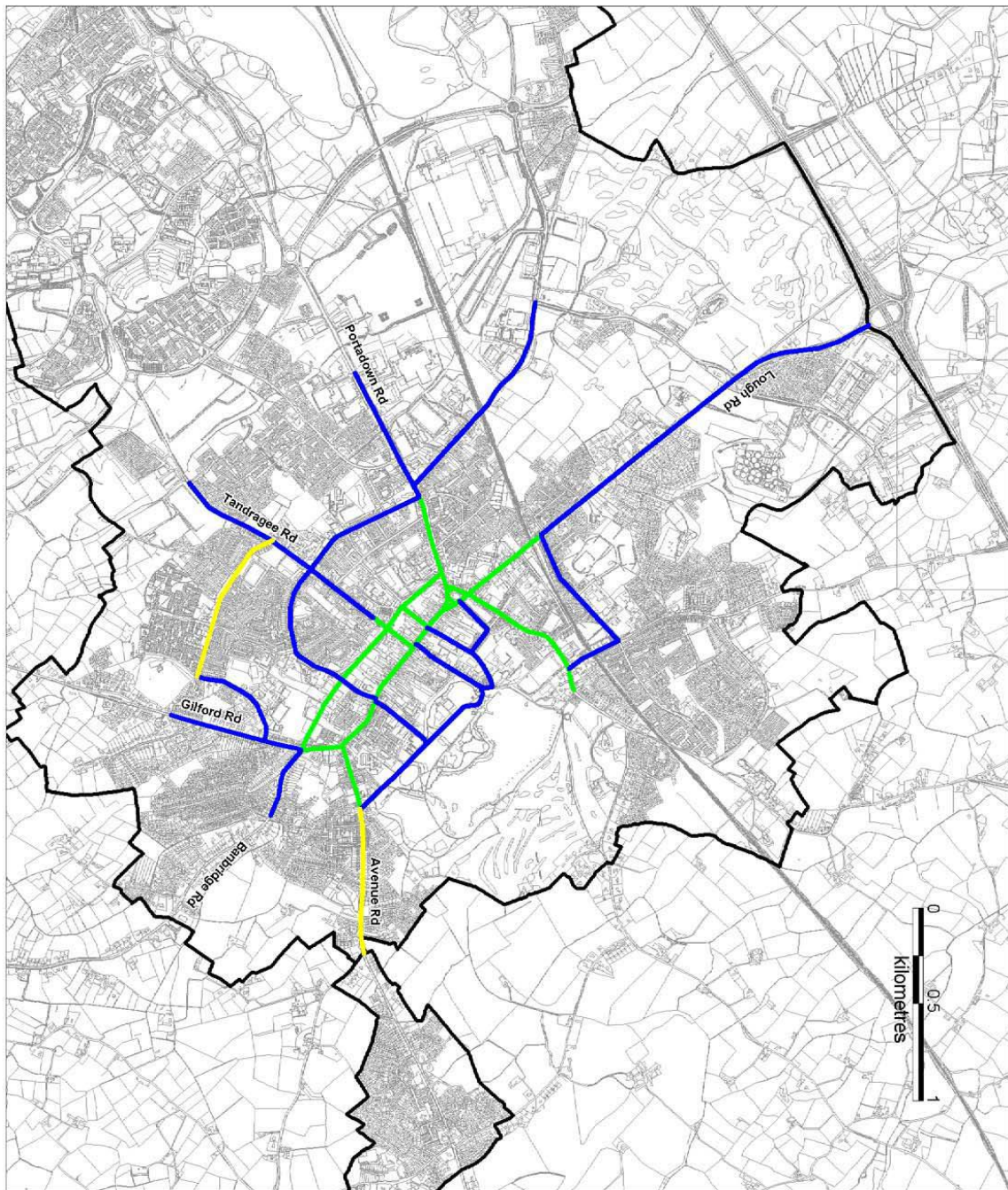
<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">—</span> Proposed Highway Scheme</li> <li><span style="color: blue;">—</span> Traffic Management</li> <li><span style="color: red;">●</span> Proposed Junction Improvements</li> <li><span style="border: 1px solid black; padding: 2px;"> </span> Study Boundary</li> <li><span style="border: 1px solid black; border-radius: 50%; padding: 2px;"> </span> Existing Park &amp; Share Site</li> </ul>	<p><b>Lurgan Local Transport Study Highways Blueprint</b></p>	<p><small>Copyright Acknowledgement All maps based on and reproduced by permission of the Ordnance Survey of Northern Ireland on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright 2006 Permit Number 00012</small></p>
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# Appendix 2: Map 10: Lurgan Cycling Blueprint



<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: pink;">—</span> Existing NCN (On Road)</li> <li><span style="color: green;">—</span> Existing NCN (Traffic Free)</li> <li><span style="color: brown;">—</span> Existing NCN (Other)</li> <li><span style="color: red;">—</span> Proposed NCN (On Road)</li> <li><span style="color: orange;">—</span> Proposed NCN (Traffic Free)</li> <li><span style="color: yellow;">—</span> Proposed Cycle Routes</li> <li><span style="color: red; text-decoration: dashed;">—</span> Potential Additional Cycle Routes</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Study Boundary</li> </ul>	<p><b>Lurgan Local Transport Study Cycling Blueprint</b></p> <p>Copyright Acknowledgment</p> <p>All maps based on and reproduced by permission of the Ordnance Survey of Northern Ireland on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright 2017. NIWA LS2014-19</p>	<p>0 0.5 1 kilometres</p> <p>N</p>
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# Appendix 2: Map 11: Lurgan Walking Blueprint



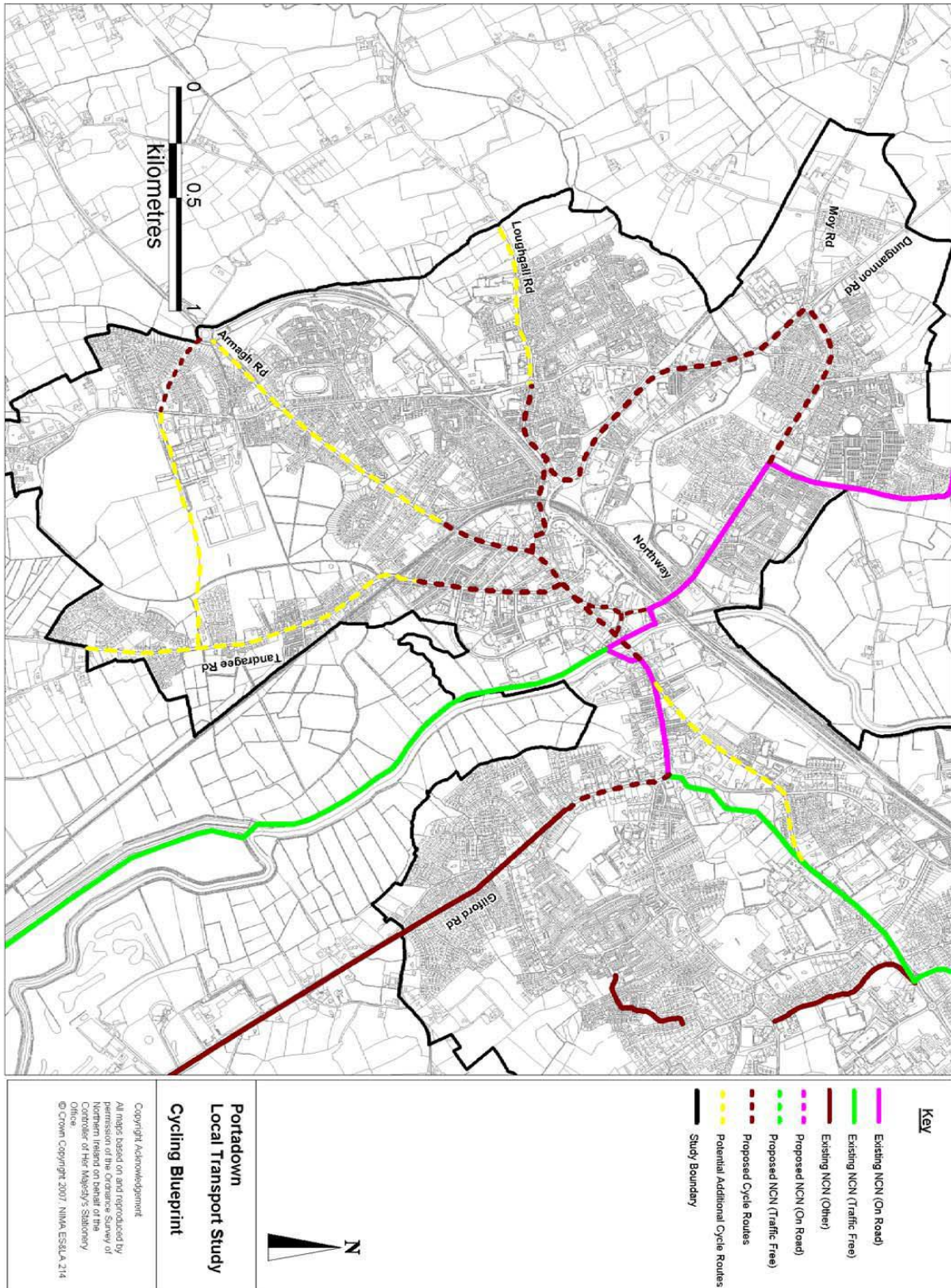
<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">—</span> Proposed Primary Walking Routes</li> <li><span style="color: blue;">—</span> Proposed Secondary Walking Routes</li> <li><span style="color: yellow;">—</span> Potential/Additional Walking Routes</li> <li><span style="border-bottom: 1px solid black; width: 20px; display: inline-block;"></span> Study Boundary</li> </ul>		<p><b>Lurgan Local Transport Study Walking Blueprint</b></p> <p><small>Copyright Acknowledgement All maps based on and reproduced by permission of the Ordnance Survey of Northern Ireland on behalf of the Office of Her Majesty's Stationery © Crown Copyright 2007. NIMA ESRLA 214</small></p>
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# Appendix 2: Map 12: Portadown Highways Blueprint



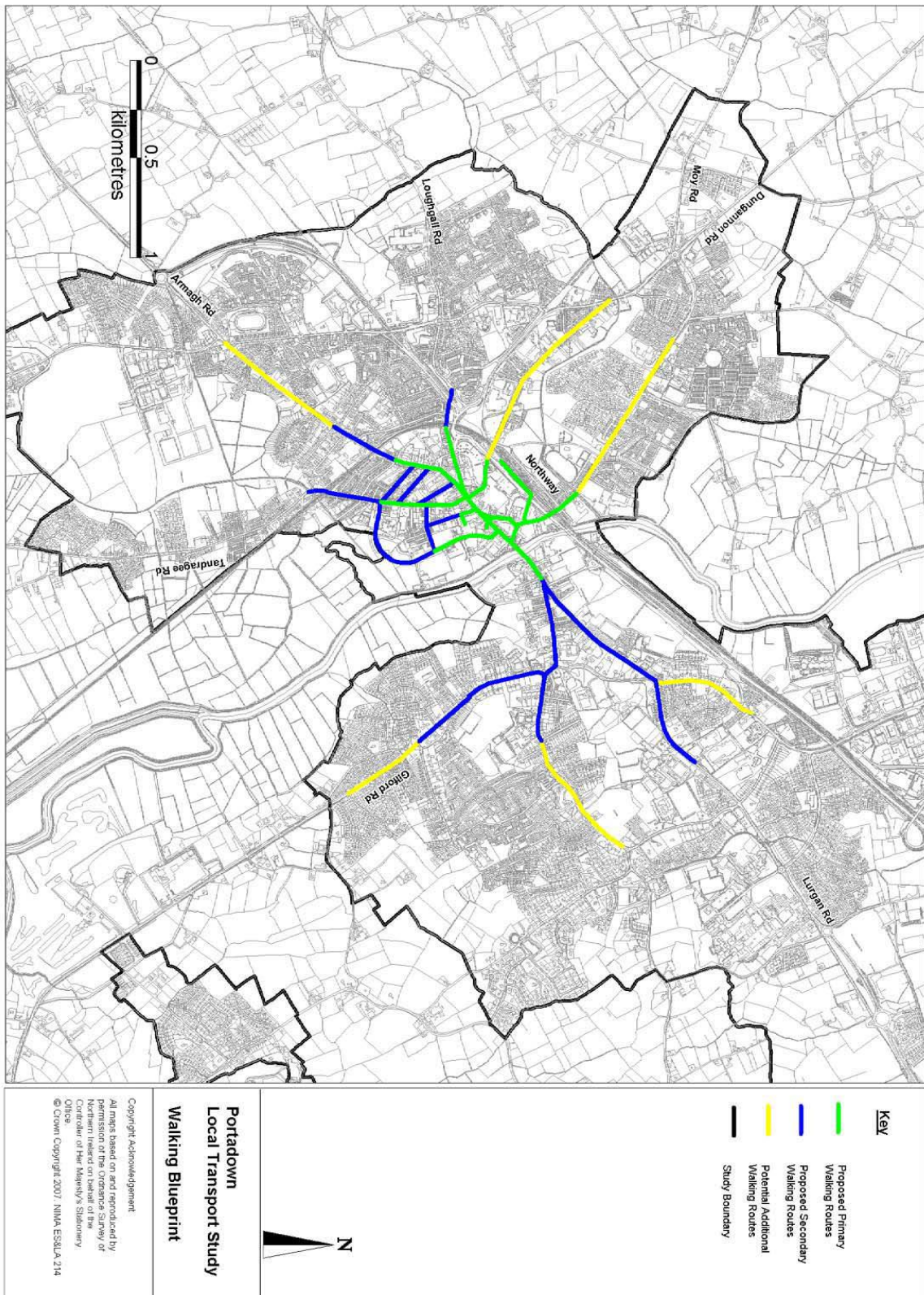
<p><b>Key</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">---</span> Proposed Highway Schemes</li> <li><span style="color: red;">●</span> Proposed Junction Improvements</li> <li><span style="color: blue;">---</span> Proposed Traffic Management</li> <li><b>—</b> Study Boundary</li> </ul>	<p style="text-align: center;"><b>N</b></p> <p><b>Portadown</b> Local Transport Study <b>Highways Blueprint</b></p> <p><small>Copyright Acknowledgement All maps based on and reproduced by permission of the Ordnance Survey of Northern Ireland on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright 2006 Permit Number: 60012</small></p>
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# Appendix 2: Map 13: Portadown Cycling Blueprint





# Appendix 2: Map 14: Portadown Walking Blueprint



## Appendix 3: ABC Car Park availability

### Armagh City Car Parks

Location	No of spaces	Pay / Free
St Malachys	110	Free
Linenhall Street	63	Pay
Dobbin Street Lane ( Ex Surgery)	42	Free
Mall West	412	Pay
Mall East (on street)	111	Free
Dobbin Street Lane	96	Pay
Friary Road East	138	Pay
Lonsdale Street	90	Free
Courthouse Lonsdale Road	31	Free
Friary Road West	44	Free
<b>Total</b>	<b>1047</b>	

Source: TransportNI

## Banbridge Car Parks

Location	No of spaces	Pay / Free
Commercial road	111	Pay
Kenlis Street	71	Pay
Downshire Road	70	Pay
Downshire Road	44	Free
Townsend Street	68	Free
Rathfriland Street	32	Free
Top of Gospel Lane	49	Free
Gospel Lane	68	Free
Church Square	140	Free
Bridge Street	115	Free
<b>Total</b>	<b>768</b>	

Source: Parkopedia 2015

## Craigavon Car Parks

Location	No of spaces	Pay / Free
Rushmere	1800	Free
<b>Total</b>	<b>1800</b>	

Source: TransportNI

## Lurgan Car Parks

Location	No of spaces	Pay / Free
Castle Lane	174	Pay
Moore's Lane 1	78	Free
Moore's Lane 2	21	Free
Moore's Lane 3	21	Free
Alexander Square 1	29	Free
Wesley Place	233	Free
Waring Street 1	5	Free
Waring Street 2	9	Free
Waring Street 3	38	Free
Robert Street	70	Free
High Street	91	Free
Foster's Place	26	Free
Lough Road 1	87	Free
Lough Road 2	5	Free
Lough Road 3	12	Free
Blacks Court	200	Free
<b>Total</b>	<b>1122</b>	

Source: TransportNI

## Portadown Car Parks

Location	No of spaces	Pay / Free
Fair Green	164	Free
Magowan Buildings	412	Paid
William Street	59	Paid
High Street Mall	503	Pay
Meadow Lane East	108	Pay
Meadow Lane West	118	Pay
Marley Street	38	Pay
West Street	41	Pay
River Bank	30	Free
Meadow Lane East	108	Free
Castle Street	75	Free
Foundary Street	71	Free
Wilson Street 1	37	Free
Wilson Street 2	90	Free
Wilson Street 3	111	Free
<b>Total</b>	<b>1462</b>	

Source: TransportNI

## Appendix 4: ABC Ulsterbus / Goldline Service frequency

- Goldline Services through , to and from Armagh, Banbridge and Craigavon

Service No:	Route Details	M-F	SAT	SUN
238/238A	Belfast – Banbridge - Newry	31	15	8
250/251/270/271	Belfast - Armagh	18	8	5
X1/X2	Belfast – Dublin Airport - Dublin	28	28	28
274/33/X4	Derry/Londonderry – Dublin Airport - Dublin	9	9	9

Source: Translink Website 2015. Note Return journeys are generally the reverse of those indicated

• **Ulsterbus Services in and to / from Craigavon, Lurgan and Portadown**

Service No:	Route Details	M-F	SAT	SUN
46/47	Lurgan – Craigavon-Portadown	40	23	2
46A	Lurgan – Craigavon- Carn Industrial Estate	1	0	0
50/50A	Lurgan – Gilford - Tandragee	3	2	0
51	Belfast – Lurgan-Craigavon- Portadown	17	10	2
53	Lurgan, market Street – Aghalee – Gawley's Gate	6	4	0
55	Bannfoot – Lurgan, Market Street	6	3	0
55A	Garvagh Road – Carn industrial Estate	2	0	0
56	Lurgan, Market Street - Banbridge	12	8	0
352A	Lurgan Town Service	5	4	0
352B	Lurgan Town Service	10	8	0
352C	Lurgan Town Service	9	8	0
352D	Lurgan Town Service	5	4	0
368A	Portadown Town Service	19	10	0
368B	Portadown Town Service	17	9	0
75	Portadown High Street	6	3	0
75A	Craigavon Hospital – Dungannon Bus Station	4	5	2
61	Craigavon, Rushmere, Portadown – Armagh Bus Centre	8	5	0
62	Portadown High Street – Banbridge War Memorial	12	9	0
63/463	Portadown, Carleton Street- Newry	10	5	0
65	Portadown - Loughgall - Armagh	4	0	0
67/67A//67H	Portadown - Dungannon	4	1	0
67B	Portadown High Street – Tullyroan bridge	2	2	0

- **Ulsterbus Services in and to / from Armagh City**

Service No:	Route Details	M-F	SAT	SUN
40	Armagh - Newry	12	6	3
44	Armagh – Newtownhamilton - Newry	5	2	0
61	Armagh, Bus Centre – Craigavon Rushmere centre	8	4	0
65	Armagh – Loughgall - Portadown	4	0	0
69/69C	Armagh – Keady - Darkley	11	8	1
70	Armagh – Monaghan Bus Station	8	4	2
72/72B/72C/72D	Armagh - Dungannon	10	4	0
73	Armagh – Caledon - Ballygawley	7	0	0
74/74B	Armagh - Benburb	1	0	0
371A	Armagh City Service	5	5	0
371B	Armagh City Service	6	6	0
371C	Armagh City Service	6	6	0
51	Belfast – Portadown (Armagh Bus Station)	0	0	1

Source: Translink Website 2015. Note Return journeys are generally the reverse of those indicated



- **Ulsterbus Services in and to / from Banbridge**

Service No:	Route Details	M-F	SAT	SUN
29	Banbridge Kenlis Street – Rathfriland Bus Station	7	4	0
31/32	Banbridge – Rathfriland - Newcastle	5	0	0
38/45	Belfast – Banbridge - Newry	16	15	5
56	Banbridge War Memorial – Lurgan, Market Street	12	8	0
62	Portadown, high Street – Banbridge War Memorial	12	9	0
66	Banbridge War Memorial - Scarva	6	0	0
330A	Banbridge Town Service	8	8	0
330B/330H	Banbridge Town Service	8	8	0
330C	Banbridge War memorial – The Outlet Village, Banbridge	9	9	0

Source: Translink Website 2015. Note Return journeys are generally the reverse of those indicated

