



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

MID ULSTER

Preparatory Study

Transportation

5 May 2015

Purpose: To provide the Council 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 the Mid Ulster plan area.

Content: The paper provides:

- (i) An overview of modes of travel and the organisations responsible for transportation in the plan area
- (ii) A review of the Regional Policy context, Strategic Roads Improvement schemes and Local Transport Studies.
- (iii) An overview of the policy context
- (iv) A review of existing Area Plans and Masterplans
- (v) An overview of Community Transport and Public Transport available in the plan area.
- (vi) Role of the Local Development Plan.
- (vii) An outline of options for the development of transportation over the plan period and recommendation for action.

Recommendation: That the Council considers the findings of the paper and the three options proposed for how transportation development can be addressed in the new Local Development Plan for Mid Ulster

1.0 Introduction

1.1 This is the fifth paper aimed at:

- building the capacity of members to make informed planning decisions, particularly within the plan making context;
- providing baseline information which will inform planning policy making at local level; and
- 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 purpose of this paper is to inform the newly formed Mid Ulster Council about the current transportation situation within the plan area. 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 landuse. Off street car parking is now a Local Government responsibility and must also be afforded greater weight in the preparation of the new plan. As part of the 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.

1.3 MODES OF TRAVEL AND PUBLIC RESPONSIBILITIES

- 1.4 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

- 1.5 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, 82% of households in the West of Northern Ireland (which includes Mid Ulster Local Government District) had access to at least 1 car, with 37% having access to 2 or more cars. According to the 2011 Census, car ownership in Mid Ulster is higher than the NI average (see Table 1)

Table 1: Percentage of households in Mid Ulster and NI owning one or more private vehicles

Car/Van Ownership	Cookstown District	Dungannon District	Magherafelt District	Northern Ireland (Whole)
No Car/Van	15.18%	16.0%	14.31%	22.7%
1 Car/Van	38.9%	40.15%	36.64%	41.38%
2 Car/Van	31.4%	30.94%	33.6%	27.04%
3 Car/Van	9.19%	8.24%	9.69%	6.28%
4+ Car/Van	5.24%	4.64%	5.72%	2.58%

Source: Census 2011

- 1.6 With an absence of railways and approx. 85% of Mid Ulster households 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.

- 1.7** 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 1st 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 Transport NI is responsible for its implementation.
- 1.8** It is important to acknowledge that whilst Mid Ulster 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 Mid Ulster 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.

Public Transport

- 1.9** 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 minutes 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.
- 1.10** With approx 15% of households in Mid Ulster 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. This demonstrates that there may be an equality issue here which must be further considered. With two thirds of the population of Mid Ulster 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 Dungannon and Magherafelt and to and from Secondary Schools in Cookstown.
- 1.11** According to NISRA in 2015, there were 56,887 residents in Mid Ulster Local Government District (LGD) in employment. 61% of these people travelled to work by car/van and only 1.86% 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 2: Mode of Travel to Work

Mode of Travel	Mid Ulster LGD	Northern Ireland
Work at home	13.85%	10.32%
Car/Van driver	61%	57.70%
Car/Van passenger	5.28%	4.92%
Bus	1.65%	4.77%
Rail	0.21%	1.31%
Walk	5.48%	7.74%
Cycle	0.29%	0.85%
Taxi	0.59%	1.35%
Motorcycle	0.12%	0.39%
Car Pool	10.35%	9.83%
Other	1.19%	0.82%

Source: NISRA Website 2015

- 1.12** 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). Only Ulsterbus operates in Mid Ulster LGD.
- 1.13** The week commencing the 16th 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. With specific regard to Mid Ulster, the performance of the Cookstown and Magherafelt Town Services, as well as the Sperrin Rambler Service are under review. The closing date for this consultation was the 3rd April 2015, with changes being implemented in the Summer.
- 1.14** Community Transport is important for rural areas and more so in Mid Ulster given the large % of rural dwellers in the District. The Rural Transport Fund provides a Rural Bus Subsidy annually to support socially necessary but uneconomic bus services in rural area (eg) Sperrin Rambler. As a result of this need to cut Government expenditure and if austerity measures continue to be implemented it is likely that vital Translink services such as the Sperrin Rambler, may be under threat.

Cycling and Walking

- 1.15** Between 2011- 2013 37% percent 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.
- 1.16** 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.
- 1.17** In August 2014 DRD published a Draft 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 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.

- 1.18** 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 Mid Ulster, if at all. DRD has also established a Greenways Working Group to scope a plan for the development of greenways.
- 1.19** 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

Draft 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 Mid Ulster District Council.

- 1.20** 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.
- 1.21** 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.
- 1.22** 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 Mid Ulster 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, like those already designated in the Cookstown Area Plan 2010, 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 three hubs. For the rural dweller in Mid Ulster 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.

2.0 Regional Policy Context

- 2.1** The Regional Policy Context is provided by the Regional Development Strategy (RDS) 2035 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. The Spatial framework consists of urban hubs and clusters. The RDS 2035 identifies Dungannon and Cookstown as main hubs and Magherafelt as a local hub. It states that the three towns have the potential to form a cluster and are well positioned on two Key Transport 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 air space and using our network in a better, smarter way. This will be developed further by Improving connectivity, maximising the potential of the Regional Strategic Transport Network, using road space and railways more efficiently, improving social inclusion, Managing the movement of freight, improving access to our cities and towns and improving safety by adopting a 'safe systems' approach to road safety.

(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 (eg) Cookstown, Dungannon and Magherafelt
 4. Rural Areas (eg) Remainder of Mid Ulster District.

The delivery of the RTS is being achieved through three Transport Plans, the latter two being the most relevant to Mid Ulster.

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 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 3: High Level Aims for Transportation

<i>New Approach to Regional Transportation</i>		
Vision	High Level Aim	Strategic Objectives
"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."	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

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

(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), 3 of which encroach on Mid Ulster; 4 Link Corridors, Belfast Metropolitan Transport Corridor's and the remainder of trunk road networks. It also 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.
- 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 do not impact on Mid Ulster District.
- 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 an 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 Mid Ulster 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 4: SRI schemes within Mid Ulster District and their current status (See also Map 1 Appendix 1)

Road	Road Description	Improvements	Status
A4	Dungannon to Ballygawley	Upgrade to dual carriageway	Complete
A5	Tullyvar near Ballygawley	Realignment	Complete
A6 M22	Castledawson Roundabout	Upgrade to dual Carriageway	Direction Order and Environmental NIP published in March 2011. Delivery dependent on future budgetary settlements.
A29	Carland Bridge, near Dungannon	Realignment	Complete

Source: Transport NI 2015

Table 5: Major SRI schemes currently in the forward planning schedule within Mid Ulster District (See also Map 1 Appendix 1)

Road	Road Description	Description	Status
A29	Cookstown By-Pass	2.8km single carriageway distributor road	Preferred alignment announced June 2010. Delivery dependent on future budgetary settlements. Note: Alignment is significantly different from the Eastern Distributor Road as

			indicated in the Area Plan
A31	Magherafelt By-Pass	3.0km single carriageway bypass	Contract awarded for delivery late 2016. Note: Alignment is significantly different from that indicated in the Area Plan.
A5	Western Transport Corridor	Dual carriageway	Project with DRD Minister. Drafting Order, Vesting Order & Environmental Statement likely to be published during 2015. Public Inquiry likely 2016.

Source: Transport NI 2015

Table 6: Widened carriageway schemes currently relevant to Mid Ulster District (See also Map 1 Appendix 1)

Road	RSTN Category	Status
A6 Curran (towards Castledawson Roundabout)	NW Corridor	Completed
A5 Ballygawley Roundabout (towards Omagh)	Western Corridor	Completed
A4 Clogher to Fivemiletown (towards Enniskillen)	SW Corridor	Completed
A4 Eglish (towards Ballygawley Roundabout)	SW Corridor	Completed
A6 Castledawson Roundabout (towards Dungiven)	NW Corridor	Completed
A31 Magherafelt Rd, Moneymore	Trunk Road	Under Construction
A29 Dungannon Rd Roundabout, Cookstown	Link Corridor	Not Progressed

Source: Transport NI 2015

- 2.14** Throughout the period of the RSTN TP Roads Service 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 7: Park and Share schemes currently relevant within Mid Ulster District (See also Map 2 Appendix 1)

Location	No. of Spaces	RSTN Category	Status
A6/U105, The Elk, Castledawson	18	NW Corridor	Existing
A6 Castledawson Roundabout	78	NW Corridor	Existing
A4/A45 Tamnamore	190	SW Corridor	Complete
A4/A5 Ballygawley	73	Western Corridor	Complete
Craigadick (South) Maghera	68	Link Corridor	Ongoing

Source: Transport NI 2015

(e) Sub Regional Transport Plan 2015 (SRTP)

- 2.15** 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:

- Wall/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)

- 2.16** 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).

- 2.17** The SRTP is concerned with two quite distinct areas designated by the RTS - Other Urban Areas (OUA) and Rural Areas. The main/local hubs of Cookstown, Dungannon and Magherafelt fall under OUA's and a large % of Mid Ulster District would also be designated as Rural Areas.
- 2.18** 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 the Towns of Cookstown, Dungannon and Magherafelt. 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.
- 2.19** These Local Transport Studies contribute to the Technical Supplements which were prepared for individual Council areas. There are 3 proposed Transport Blueprints included within each of the Technical Supplements for the Towns of Cookstown, Dungannon and Magherafelt - Highways Blueprint; Walking Blueprint; and Cycling Blueprint.
- 2.20 Highways Blueprint** – includes a number of highway proposals/schemes dependent on appropriate levels of developer funding. 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, road designation changes and proposed linking of traffic signals. **Table 8 Appendix 2** identifies schemes included in the SRTP Highways Blueprint for all 3 of Mid Ulster's hubs as well as their current status. **Maps 3-5 Appendix 1** illustrate these highway schemes.
- 2.21 Walking Blueprint** - In the towns there are proposals for a continuous pedestrian network which will be designed and maintained to an appropriate standard. The pedestrian network will include links from the town centre to the bus stations where required. The aim is to provide footways which make it easy for children's buggies and people with mobility aids to pass easily. The Walking Blueprint distinguishes between the primary and secondary walking networks. The primary network includes the radial routes together with the main roads through the town centre. The secondary network comprises the lower trafficked local roads which accommodate movement within the residential areas or serving as feeder routes from these areas into the strategic network. The SRTP proposes to provide enhancements to this network to ensure a high standard pedestrian provision. Potential Additional Walking Routes have been identified in the Blueprints. These are links that are considered desirable to enhance network connectivity but are not affordable within the proposed RTS funding. **Tables 9-11 Appendix 2** show

proposed and existing schemes included in the SRTP Walking Blueprint for all 3 of Mid Ulster's hubs. **Maps 6-8 Appendix 1** illustrate these walkway schemes.

- 2.22 Cycling Blueprint** - Identifies facilities where it is considered that they are most needed and most likely to be well used. The provision of continuous cycle networks is considered most beneficial in towns with significant numbers of existing cyclists, or where large student populations and/or flat cycling conditions exist. Cycle routes may be on-road cycle lanes, shared footways/cycleways or off-road paths. **Tables 12-17 Appendix 2** show the proposed and existing schemes included in the SRTP Cycling Blueprint for all 3 of Mid Ulster's hubs. **Maps 9-11 Appendix 1** illustrate these cycling schemes.

(f) Draft Strategic Planning Policy Statement

- 2.23** The Draft SPPS was launched for consultation in February 2014 and is intended to supersede 20 individual planning policies into 1 strategic policy. The aims of the Draft SPPS with regard to transportation are to secure improved integration with land-use planning, consistent with the RDS; and to facilitate safe and efficient access, movement and parking. There are seven policy objectives identified for transportation and land-use planning within the Draft SPPS which are:

- Promote sustainable transport choices including walking, cycling and public transport, recognising that this may be less achievable in some rural areas;
- 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.

- 2.24** 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 take account of the DRD Regional Transportation Strategy and transport plans and that they should

also undertake a local transport study to 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) PPS 13: Transportation and Land Use

2.25 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

2.26 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)

- 2.27** 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 for Cookstown, Dungannon and Magherafelt are the statutory plans for these areas and provide the policy framework against which to assess development proposals.

Cookstown Area Plan 2010

- 3.2** The Cookstown Area Plan was adopted in June 2004. It has identified the districts Protected Route network as consisting of:
- A29 (Money more - Dungannon);
 - A31 (Money more - Magherafelt); and
 - A505 (Cookstown - Omagh).
- 3.3** The Plan has been developed in line with the RDS and RTS's guidance, policies and proposals in seeking to meet the region's transportation challenges. The Plan sets out 4 Transport Policies which are:

TRAN 1 – New Roads and Road Improvement Schemes

Three major schemes are contained within DRD Roads Service Works Programme for Cookstown District and it was intended that these will be undertaken over the plan period. The schemes are the proposed Eastern Distributor Road in Cookstown (now referred to as the A29 Cookstown By-

pass), the proposed A29 Moneymore By-pass; and proposed improvements between the Sandholes Road and Omagh Road in Cookstown. Plan Policy Tran 1 states that proposals that would prejudice the implementation of these road schemes will not be permitted.

TRAN 2 – Development reliant upon the Cookstown Eastern Distributor Road.

This policy states that development proposals that rely on this new road will not normally be permitted in advance of the road being completed, however as the road is to be completed in stages, favourable consideration may be given to proposals where developers are willing to provide an appropriate section of the road to DRD's required standards and prevailing regional planning policy.

TRAN 3 – Retention of Car Parks in Cookstown Town Centre

Plan Policy TRAN 3 identifies 3 town centre car parks to be retained at Loy Street, Union Street and Burn Road/Orritor Street. Any development proposals that would result in the loss of parking spaces at these locations will normally be refused, exceptions to this would be if a number of spaces are to be lost due to an environmental improvement or other town centre scheme, or the lost spaces are to be replaced by more efficient car parking arrangements or a location conveniently situated to the Primary Retail Core of the Town Centre. All replacement Parking should be provided prior to alternative use of the existing car park.

TRAN 4 – Walkways/Cycleways and Routes to Schools

This policy states that development proposals that would prejudice the existing use or future provision of these routes will not be permitted. When such routes cross development zonings the developer will be required to make appropriate provisions for the route as an integral part of the development.

Dungannon and South Tyrone Area Plan 2010

- 3.4** The Dungannon and South Tyrone Area Plan was adopted in March 2005. It has identified the boroughs protected route network as consisting of:

- M1 (Dungannon to Belfast);
- A4 (Dungannon to Fivemiletown);
- A5 (Omagh to Aughnacloy);
- A29 (Cookstown to Moy);
- A28 (Aughnacloy to Caledon); and
- A45 (Granville to Dungannon).

- 3.5** Two major roads within the Borough are identified in the RDS as part of the Key Transport Corridors in Northern Ireland: -

- A4 Dungannon - Fivemiletown Road: The South Western Corridor; and
- A5 Aughnacloy - Omagh Road: The Western Corridor.

3.6 In addition, the A29 Cookstown to Moy Road is identified as part of one of three additional Link Corridors in the RTS.

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

TRAN 1 New Roads and Road improvement schemes

The plan identified a protected road-line for the A29 Realignment at Carland between Dungannon and Cookstown, now complete.

Local Transport and Safety Measures

Within the Borough these will be undertaken by the DRD over the Plan period subject to available funding, to address local problems. Roads Service will continue to consult Dungannon and South Tyrone Borough Council annually on the schemes required and their prioritisation.

A New Distributor Road for Dungannon

DRD is committed to the provision of a new distributor road, which will provide relief to Dungannon town centre from through traffic and improve journey times on the A29 route. This is not in development and is dependent on future budgetary settlements.

3.8 Future Major Road Schemes

3.9 The plan states that DRD's 10 year forward planning schedule of Major Road Schemes for inclusion in the Regional Strategic Transport Network Transport Plan is being devised in consultation with all the District councils. It will be periodically reviewed, at which time By-passes for towns and villages such as Moy and Fivemiletown will be considered. These are currently not in development and are dependent on future budgetary settlements.

All road schemes and other Local Transport and Safety Measures will be undertaken as resources permit.

TRAN 2 - Retention of Car Parks in Dungannon and Coalisland Town Centres

The Dungannon and South Tyrone Area Plan identifies car parks at Anne Street West, Anne Street East, Castle Hill, Perry Street and Scotch Street in Dungannon, and Lineside and Cornmill in Coalisland as to be retained. Any development proposals that would result in the loss of parking spaces at these locations will normally be refused, exceptions to this would be if a number of spaces are to be lost due to an environmental improvement or other town centre scheme, or the lost spaces are to be replaced by more efficient car parking arrangements or a location conveniently situated to the

Primary Retail Core of the Town Centre. All replacement Parking should be provided prior to alternative use of the existing car park.

TRAN 3- Pedestrian and Cycling Paths

This policy states that development proposals that would prejudice the existing use or future provision of these routes will not be permitted. When such routes cross development zonings the developer will be required to make appropriate provisions for the route as an integral part of the development.

Magherafelt Area Plan 2015

- 3.10** The Magherafelt Area Plan was adopted in December 2011. In relation to Transportation DRD Roads Service commissioned detailed Local Transport Studies for Magherafelt town from 2004 – 2006. The studies considered the land use proposals contained in the draft plan and were used to inform the STRP for Magherafelt District, published in 2007.

The Plans 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

- 3.11** The Plan proposes 4 Transportation Schemes to be undertaken subject to the availability of resources. They are referred to as:

Proposal **COU 6** – Park and Ride/Park and Share Transportation Scheme at Castledawson roundabout. (Complete)

Proposal **COU 7** Park and Ride/Park and Share Transportation Scheme outside Maghera. (Complete)

Proposal **COU 8** Transportation for a new road link between A6 and Aughrim Road. (Not started)

Proposal **COU 9** Transportation Scheme for a new slip road on the northern side of the A6, between the A6 and Tobermore Road, Outside Maghera. (Not Started)

4.0 Town Centre Masterplans

4.1 Cookstown Town Centre Masterplan (May 2012)

4.2 The Cookstown Town Centre Masterplan (May 2012) was informed by a detailed information gathering process and analysis. This analysis included an element relating to transport and helped establish the strengths, weaknesses, opportunities and threats associated with the Town Centre. One of the strengths identified was the high level of free on and off street parking. **Table 18 Appendix 3** identifies the location of off street car parks and the number of spaces currently available in Cookstown. **Map 12 Appendix 1** illustrates all town centre car parks in Cookstown. A second strength was the wide footpaths which gave pedestrians plenty of space. The only relevant weakness identified was the lack of connectivity and pedestrian activity between the retail core and retail facilities at Broadfields and Station Square retail parks. No opportunities or threats associated with transport or infrastructure were identified.

4.3 The Masterplan set out 8 regeneration objectives to enable Cookstown Town Centre to achieve its vision over the next 10-15 years, one of which is creating better permeability and accessibility. This included:

1. The publication of a parking strategy – This has not yet been commissioned.
2. The publication a pedestrian accessibility strategy – This has not yet been commissioned.
3. Promotion of the delivery of Cookstown By-Pass – This is ongoing and the Council continue to lobby for this.
4. Assessment and optimisation of traffic signals in the Town Centre - This is ongoing and is continuously monitored.
5. A cycle provision programme. This has not yet been implemented.
6. Safe routes to school and public transport measures - The Council continue to try and upgrade private entries to the town centre (subject to funding). They encourage private developers to take an active role in this. School routes are constantly assessed and the Council work closely with Translink NI in this regard. The council also strive to create better pedestrian linkages to Broadfields and are seeking funding to further develop such linkages.

4.4 Dungannon Town Centre Masterplan (March 2010)

4.5 Research carried out to inform the Dungannon Town Centre Masterplan (March 2010) acknowledged that the Town Centre was experiencing increasing problems with congestion. A wide range of Transportation Policy was reviewed in order to establish the key issues including, the DSTAP (2010), DRD's Investment Delivery Plan for Roads, Sub Regional Transport Network Transport Plan 2015 (RSTNTP) and DRD's Sub Regional Transport Plan 2015 (SRTP). This research gathering and analysis helped establish the strengths, weaknesses, opportunities and threats associated with the Town Centre. Two of the strengths identified were; off-street parking availability and

accessibility from the M1 motorway. **Table 19 Appendix 3** identifies the location of off street car parks and the number of spaces currently available in Dungannon. **Map 13 Appendix 1** illustrates all town centre car parks in Dungannon. A weakness identified was the awkward and confusing accessibility/traffic circulation and linkages. Local bus service improvement was acknowledged as an opportunity and continued traffic congestion and confusing circulation was acknowledged as a threat.

- 4.6** The Dungannon Town Centre Master Plan also identifies 8 general Town Centre initiatives. These have involved collaboration and input from the Dungannon Regeneration Partnership (DRP) and Dungannon and South Tyrone Borough Council. Two of the initiatives included are:

Provision of cycle routes in Railway Park –

Railway Park is proposed to accommodate both Peripheral and National Cycle routes as identified in the DSTAP (2010). The peripheral route will connect council open space around the town. Part of this will be used for the National Cycle route which aims to connect Dungannon with other main towns in the region. Policy TRAN 3 aims to retain linkages within the town required to complete these routes. Under the Council's EARLS project funding has been secured to link the recreational spaces of Dungannon Park, Windmill Wood, Drumcoo Wood and Playing Fields and Railway Park. A contract for this has recently been awarded.

Dungannon Light Public Transport System –

One of the greatest challenges facing the town is its topography and the impact this has on pedestrian movement. The vision of the Masterplan is to provide a means of transport which would easily allow movement into the town centre. A light Public Transport System is given consideration in the Masterplan in order to enhance the movement of people between Beechvalley and Market Square, thus reducing congestion on Market Square and surrounding streets. A feasibility study has yet to be commissioned to further explore this idea.

4.7 Magherafelt Town Centre Masterplan (May 2011)

- 4.8** The Magherafelt Town Centre Masterplan was published in May 2011 and includes an analysis of traffic, parking and accessibility carried out by URS/Scott Wilson (2010). This analysis provides more detail than what is available in the Cookstown and Dungannon Masterplans.
- 4.9** Existing parking in the town is provided by on-street kerbside parking, which causes congestion in certain areas. Public off-street parking, operated by Transport NI (now Mid Ulster Council) and private operators is also available. There are also a number of private non-residential spaces in the town. **Tables 20-22 Appendix 3** show the location and spaces available for on-street and off-street parking in the town centre. **Map 14 Appendix 1** illustrates all town centre car parks in Magherafelt.

- 4.10** The data in tables 20-22 demonstrates that the free car parks are often fully occupied whilst pay and display car parks have spare capacity. This conforms to the view expressed in the MAP (2015) that there is sufficient car parking provision in the town. This data is important as the new Mid Ulster Council is now responsible for off-street parking.
- 4.11** Footways in the town are deemed sufficiently wide. There are numerous uncontrolled crossings with dropped kerbs and other locations with misaligned paving. Streets in the town are difficult to cross due to the lack of controlled crossing points and high traffic volumes (SRTP). The one zebra crossing at the top of Broad St can cause increased traffic congestion. Poor pedestrian signage and lighting is also evident in certain areas of the town, as well as poor pedestrian links and gaps in footways.
- 4.12** The main transport problems in the town are delays and congestion during peak hours. The town is located on the A31 Trunk Road and is close to the A6 Belfast/Derry strategic route. Consequently the road system through the town carries high volumes of traffic in addition to the locally generated traffic. On street parking and the limited capacity of the main junctions exacerbate the situation. The new by-pass should go some way to dealing with this congestion.
- 4.13** A designated cycle-way exists on the Moneymore Rd, terminating opposite St Pius X School. It doesn't extend to the town centre. There is no further provision for cyclists in Magherafelt. The Cycle Blueprint contained in the SRTP highlights one potential additional cycle route. **(see map 11 Appendix 1)**
- 4.14** Translink provides the main public transport services in Magherafelt, through Ulsterbus and Goldline Express. The town service operates Monday to Saturday and has four designated stops. Magherafelt Bus Station is deemed to be a category 2 station (Staffed/Unstaffed station with most facilities). The Rural Transport Fund (RTF) provides funding to the "Out and About Community Transport Scheme" which provides transport opportunities for people with reduced mobility. It also provides funding for a number of public transport bus services.

5.0 COMMUNITY TRANSPORT

- 5.1** 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. Table 23 below shows the Community Transport Providers currently in existence in each council district within Mid Ulster.

Table 23: Community Transport Providers in Mid Ulster

Council District	Community Transport Provider
Cookstown	CDM Community Transport - Cookstown
Dungannon	CDM Community Transport – Dungannon Derrytresk Community Centre
Magherafelt	Mid Ulster Community Services Ltd (Out and About Community Transport Scheme)

Source: www.ctonline.org.uk 2015

- 5.2** The DRD provides grants to community transport organisations under the Transport Programme for People with Disabilities (TPPD) and the Rural Transport Fund (RTF).
- 5.3** 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 31st 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 Cookstown and Dungannon)
 - **Public Transport (Translink Easibus)** – Available in Belfast Only.
 - **Shop Mobility** – Available in Cookstown, Dungannon and Magherafelt.
 - **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)
- 5.4** 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.
- 5.5** 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). A rural Translink bus service which serves a section of Mid Ulster and is supported by the RTF is

the “**Sperrin Rambler – service 403**”. Translink have confirmed that this service is currently under review. 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.

- 5.6** 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.
- 5.7** 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 minibuss 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.

6.0 PUBLIC TRANSPORT

- 6.1** Local bus services for Cookstown, Dungannon and Magherafelt are provided by Translink/Ulsterbus/Goldline Services. There are 2 main Ulster Bus Stations and 2 Sub Depots within Mid Ulster. **Maps 12-14 Appendix 1** show the locations of these 2 stations and the sub depot.

Table 24: Ulster Bus Stations and Sub Depots within the 3 District Council Areas.

District	Main Stations	Sub Depots
Cookstown		Cookstown Sub Depot (48 Molesworth St, Cookstown)
Dungannon	Dungannon Bus Station (2 Quarry Lane, Dungannon)	
Magherafelt	Magherafelt Bus Station (Union Road, Magherafelt)	Draperstown Sub Depot

- 6.2** All other towns and villages within Mid Ulster 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. **Tables 25-31 Appendix 4** detail the bus services currently available across the district. Within the urban areas, there are several services within the 3 District Towns. Express (Goldliner) services run to destinations within Northern Ireland and the Republic of Ireland. Bus Eireann Airport Service (Number 32) runs from Letterkenny, Donegal and does a pick up at Aughnacloy and Ballygawley.

6.3 This timetable data provided in **Appendix 4** would indicate that the provision of public transport within the 3 Districts 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. There are limited services to and from Cookstown Sub Depot, in comparison to Dungannon and Magherafelt Bus Stations. Excellent service provision is provided along the KTC from Derry to Belfast, picking up at Castledawson Park and Ride, and the Enniskillen to Belfast KTC, picking up at Dungannon Bus Station.

6.4 Mid Ulster District is well served by Park and Ride/Share sites. These are strategically located close to KTC's. There are sites at the following locations – Tamnamore Roundabout, Ballygawley, Maghera, Castledawson Roundabout and Toome. (**See Map 2, Appendix 2**)

6.6 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 Mid Ulster District, particularly in the main towns.

6.7 RAIL SERVICES

There are no rail services within the plan area. There are however remnants of the former railway network evident throughout the 3 Districts, many of which still retain features such as stone bridges, embankments and cuttings.

These disused routes offer the opportunity for transport and/ or recreational purposes (eg) Railway Park in Dungannon.

6.8 PRIVATE BUS SERVICES

The Airporter is a Derry/Londonderry-based private bus operator which provides a transfer service connecting the North West to both Belfast Airports, with 16 daily departures. Mid Ulster District benefits from this service as it picks up at Maghera, Catledawson and Toome Park and Share sites. Patrick Gallagher Coaches offers a private bus service from Donegal to Belfast with a pick up at Toome Park and Share and John McGinley Coaches provides a service from Letterkenny, County Donegal to Dublin, with pick up's in Aughnacloy and Ballygawley.

7.0 THE NEW LOCAL DEVELOPMENT PLAN (LDP) AND OPTIONS FOR TRANSPORTATION DEVELOPMENT

- 7.1** In preparing the Local Development Plan (LDP) for Mid Ulster it is important to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development. 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. Draft 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.
- 7.2** The local transport studies carried out as part of the SRTP go some way to detailing transport issues, problems and opportunities in the three main towns in Mid Ulster. Consultation will be required with Transport NI when considering land use allocations and future development sites. 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 is suggested that there are three options open to the Council in how they can approach transportation provision within Mid Ulster:

Option 1 – *The Idealistic Option*

This option is centred on maximising and encouraging the use of public transport as the primary mode of travel within Mid Ulster. It will involve the promotion of measures to not only encourage the use of public transport but also to discourage the use of the private car (e.g.) reducing the number of car parking spaces in town centres, increasing the cost of using car parks, introducing constraints within the towns to make it more difficult to get into the town using the private car and by increasing the number of cycle ways and bus service provision. This option is one that may be suitable in a city location but it is considered to be idealistic in the Mid Ulster context as it fails to take account of the fact that Mid Ulster has an extremely dispersed rural

community. This option fails to recognise rural aspirations and the rural way of life and its success would almost certainly be unachievable.

Option 2 – *The Roads Based Option*

This option is centred on maximising the use of roads and encouraging the use of the private vehicle as the primary mode of travel within Mid Ulster. It will involve measures such as increasing the number of car parks and car parking spaces within towns, reducing the cost of car parking, improving roads infrastructure which may indirectly result in less investment in cycle ways and bus services. The only role of the Local Development Plan in the context of this option would be to safeguard existing roads infrastructure and car parks. This option is not considered to be a feasible one for Mid Ulster primarily as Council only has responsibility for off street car parking, whilst DRD is responsible for roads infrastructure and investment. This option would also be unsustainable. It would result in an increase in car usage and therefore in pollution and would also lead to inertia and increased isolation and social deprivation, especially for section 75 groups and rural dwellers who do not have access to private vehicles.

Option 3 – *The Balanced Approach*

This option takes a more balanced approach to transportation development within Mid Ulster and given the high reliance on the private car within this area this approach will provide choice to the public. The use of public transport will be encouraged through measures such as designing for buses within our towns and settlements. It will also encourage the use of Park and Ride facilities through concepts such as car-pooling and also encourage the provision of these facilities at key locations across the district. This option will also seek to encourage the use of existing walk ways and increase the provision of these to ensure connectivity particularly within our towns. The design of new housing developments in a manner that can support connectivity within our towns will also be encouraged. This options will ensure that those living in rural and urban Mid Ulster will be provided with a choice of travel and that all people are treated fairly and equitably. This option will put less strain on natural resources (e.g.) fossil fuels and will contribute to economic growth throughout the district. This approach would therefore be considered as the Preferred Option for Mid Ulster.

8.0 CONCLUSION

- 8.1** This paper has provided an overview of transportation provision within Mid Ulster and has revealed a high reliance on the private car, which is explained in part by the high proportion of rural dwellers within the district. While there is a high reliance on the car it is important to note that 75% of employed people living within Mid Ulster also work within Mid Ulster (**See Map 15 Appendix 1**) making connectivity across the district an important consideration. As DRD will continue to make decisions and take responsibility for the provision of transportation services across Northern Ireland, Local Government will inevitably be restricted in it's role in relation to transportation.

What Mid Ulster Council can do is set out a number of objectives and a strategy which will inform the new Local Development Plan to ensure that it meets the needs of all road users whether they be those who live in the area, those who come to work in the area or visit it, or those who have developed businesses in the area and require better connectivity within the district and between the 3 main hubs those.

8.2 It is considered that the **objectives** of the Mid Ulster LDP should be to:

- reduce the distance travelled by private car users within Mid Ulster;
- reduce travel times within Mid Ulster and introduce measures to improve connectivity between the three hubs; and,
- protect road users and improve road safety for car users, public transport, cyclists and walkers.

8.3 Whilst the ability of the Local Development Plan to encourage a modal shift may be limited, its ability to achieve greater connectivity across the Mid Ulster region should be further explored. It is considered that the **Strategy** for the Mid Ulster LDP should be:

To *promote connectivity* through the following key measures:

- Facilitating by-passes around the three main towns. The Magherafelt by-pass is currently under way. Work on the by-pass for Cookstown has yet to be timetabled while the Dungannon by-pass has yet to pass design stage. The LDP will protect the line of such by-passes to ensure that new development proposals do not impact on their deliverability.
- Encourage the improvement of other important roads within the District and in particular between the three main hubs. A significant proportion of the Mid Ulster population live outside the main hubs and therefore reliance on the private car will continue. It is therefore imperative that roads within the District can accommodate this. There is currently very good connectivity to Belfast from the North and South of the district due to proximity to the KTC's and very good connectivity to Derry from the North of the district. This is beneficial to the hubs of Magherafelt and Dungannon, however Cookstown remains at a disadvantage geographically. The North-South link within the district, taking in Cookstown, is critical and demands improvement if the 3 hubs are to function as a "Cluster" as is promoted in the Regional Development Strategy.
- Continue to apply the 'Protected Routes' policy which will help to ensure road safety and also help ensure that travel times are not impacted due to a proliferation of accesses on to such routes.

To *use planning policy to encourage the use of public transport* through the following key measures:

- By protecting any existing and proposed park and ride facilities;
- By ensuring that new development is situated, where possible, close to public transport facilities.
- Ensuring that new developments are designed in a manner that can accommodate public transport provision within them where necessary.

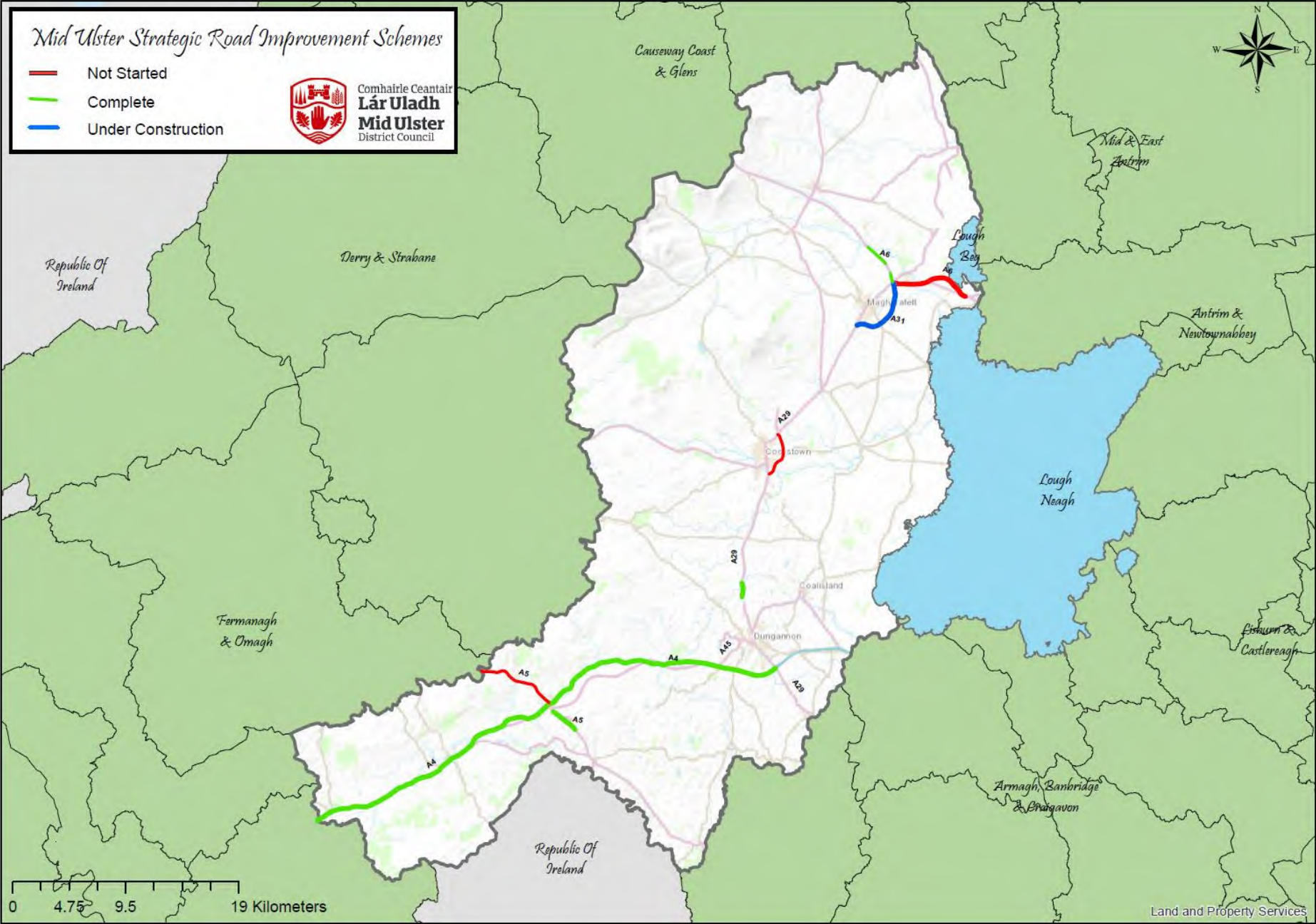
To *promote walking and cycling* through the following key measures:

- By safeguarding existing and proposed walk ways such as the Ulster Way and the Sustrans cycle network;
- By encouraging the design of new housing development schemes to ensure permeability between them and within towns and to encourage links with green spaces and corridors within the towns.
- By encouraging the adoption of the Safer Routes to Schools concept so that children can walk and cycle to school. This will invariably reduce the number of cars using the roads within the towns at key times.

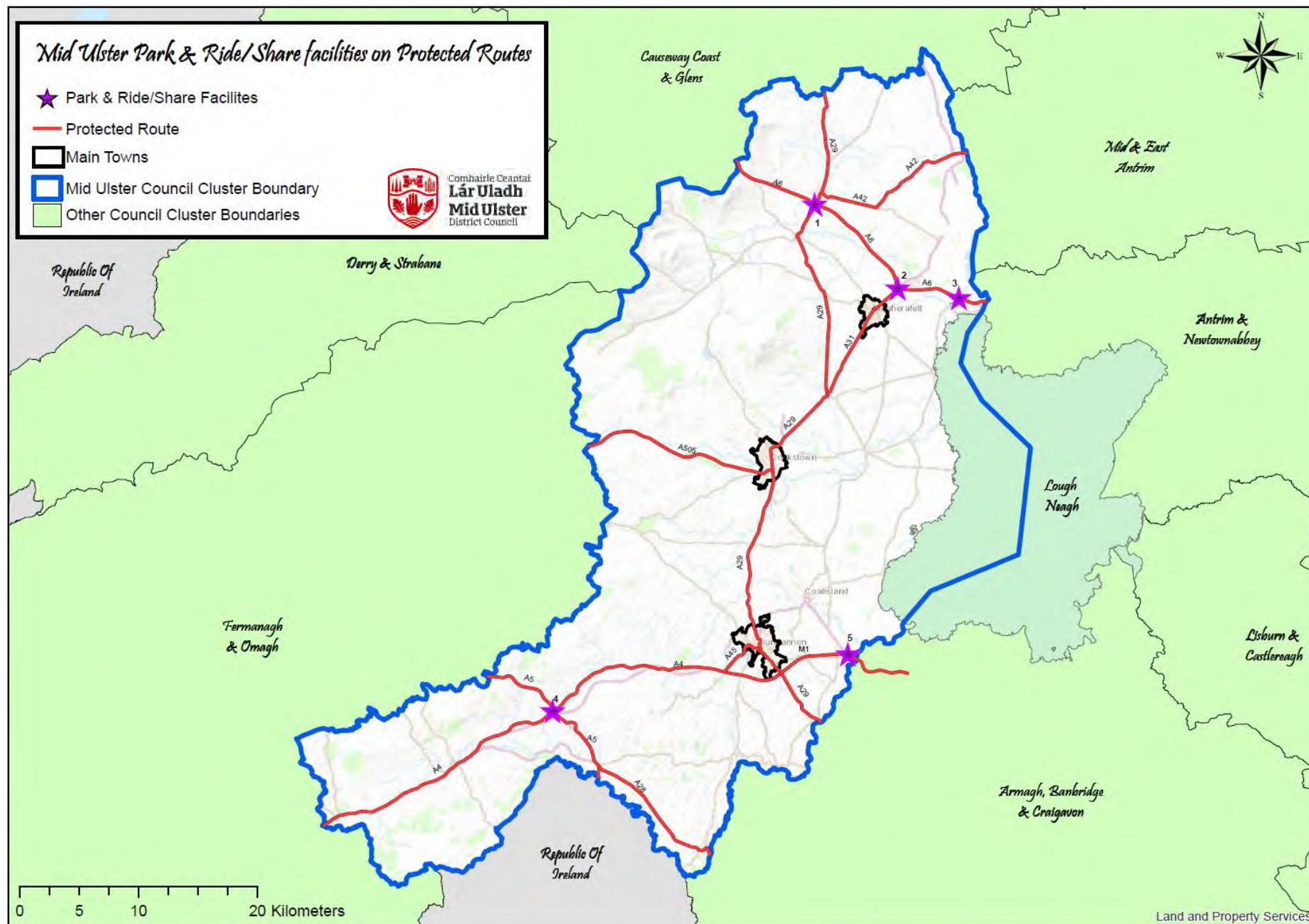
- 8.4** Transportation within the Mid Ulster District is an important consideration for the LDP and through the adoption of this Strategy there will be benefits to all road users and to the economy of the area.

Appendix 1 – Maps

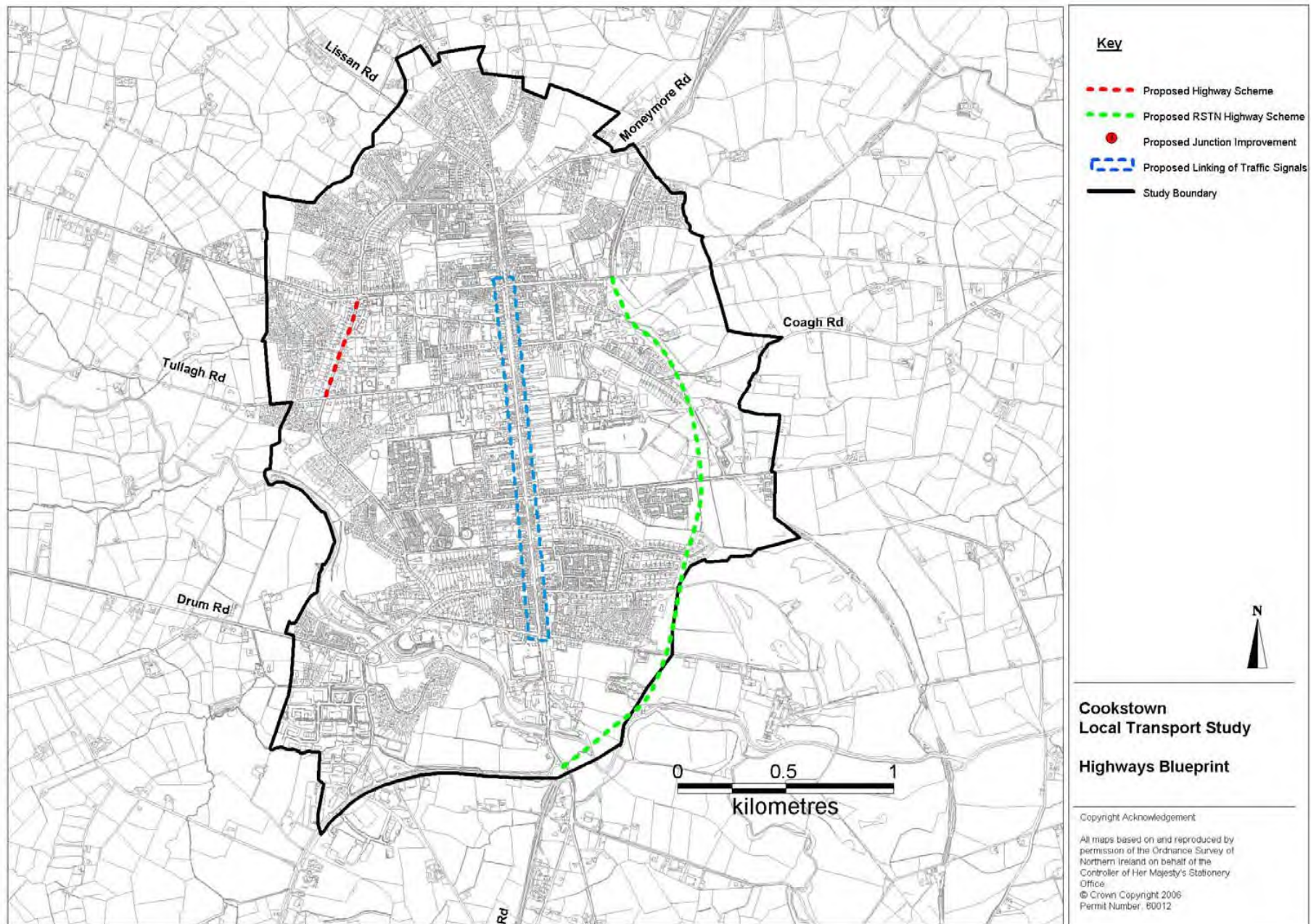
Map 1: Mid Ulster Strategic Road Improvement Schemes



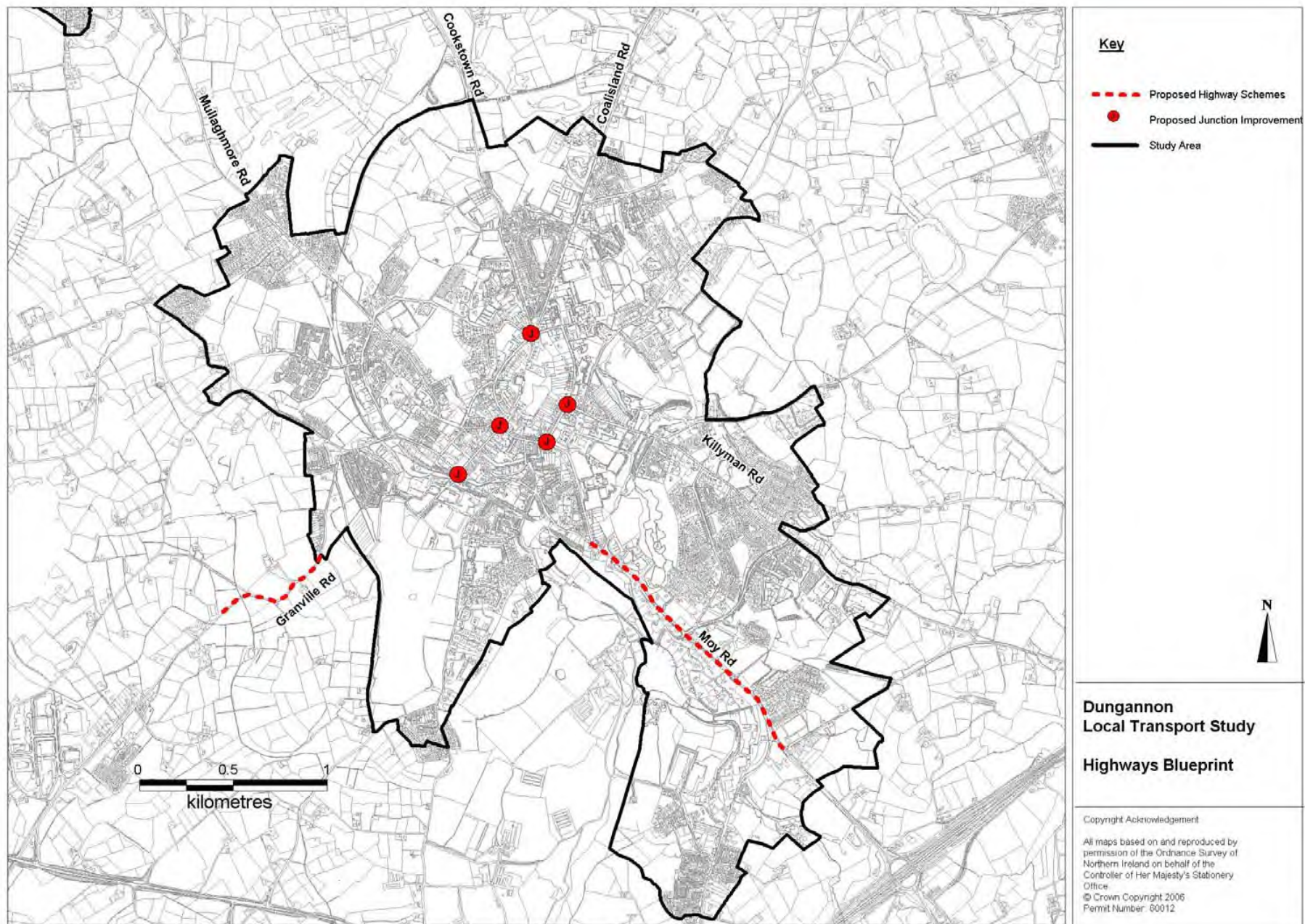
Map 2: Mid Ulster Park & Ride/Share Facilities



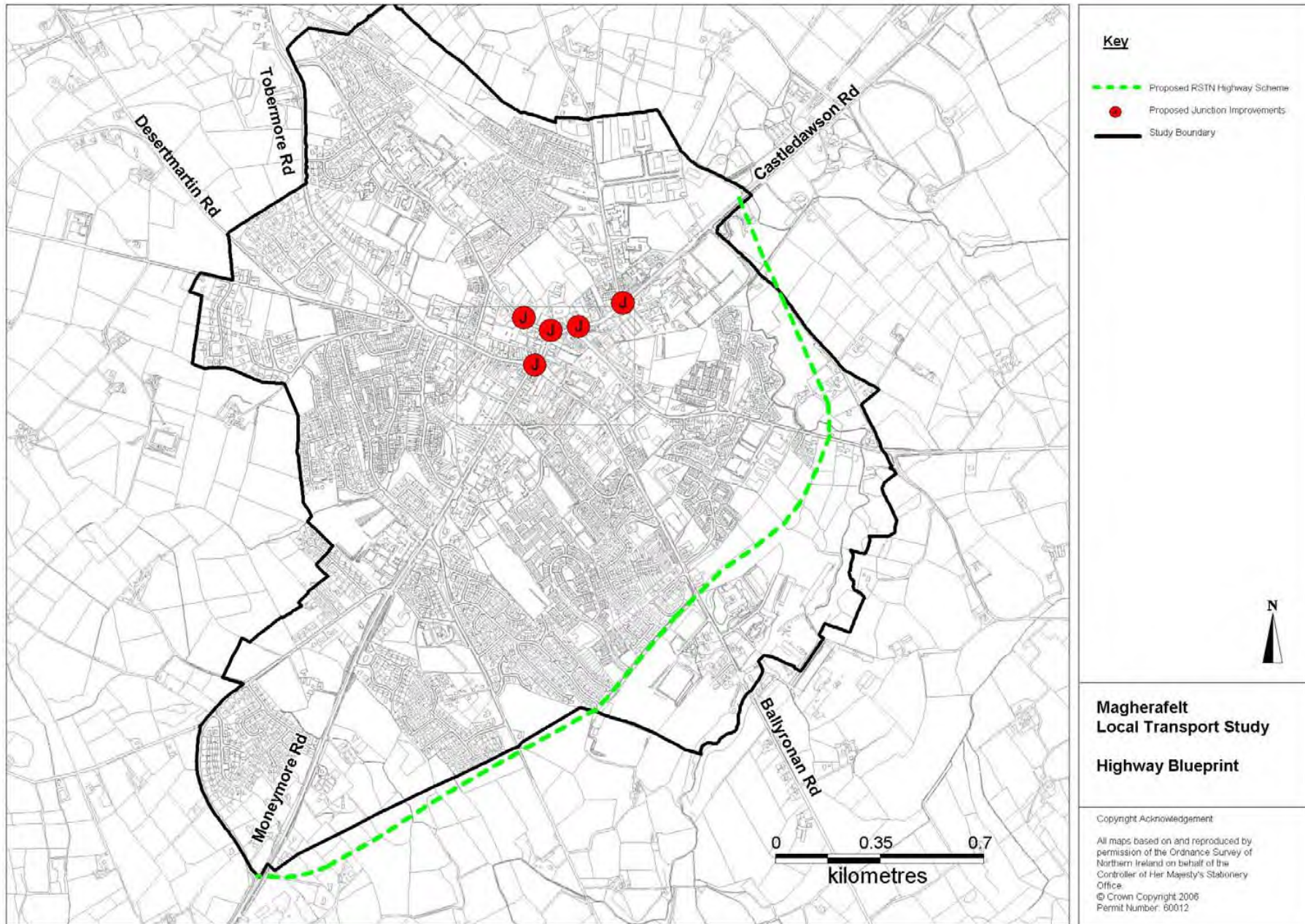
Map 3: Cookstown Local Transport Study Highways Blueprint



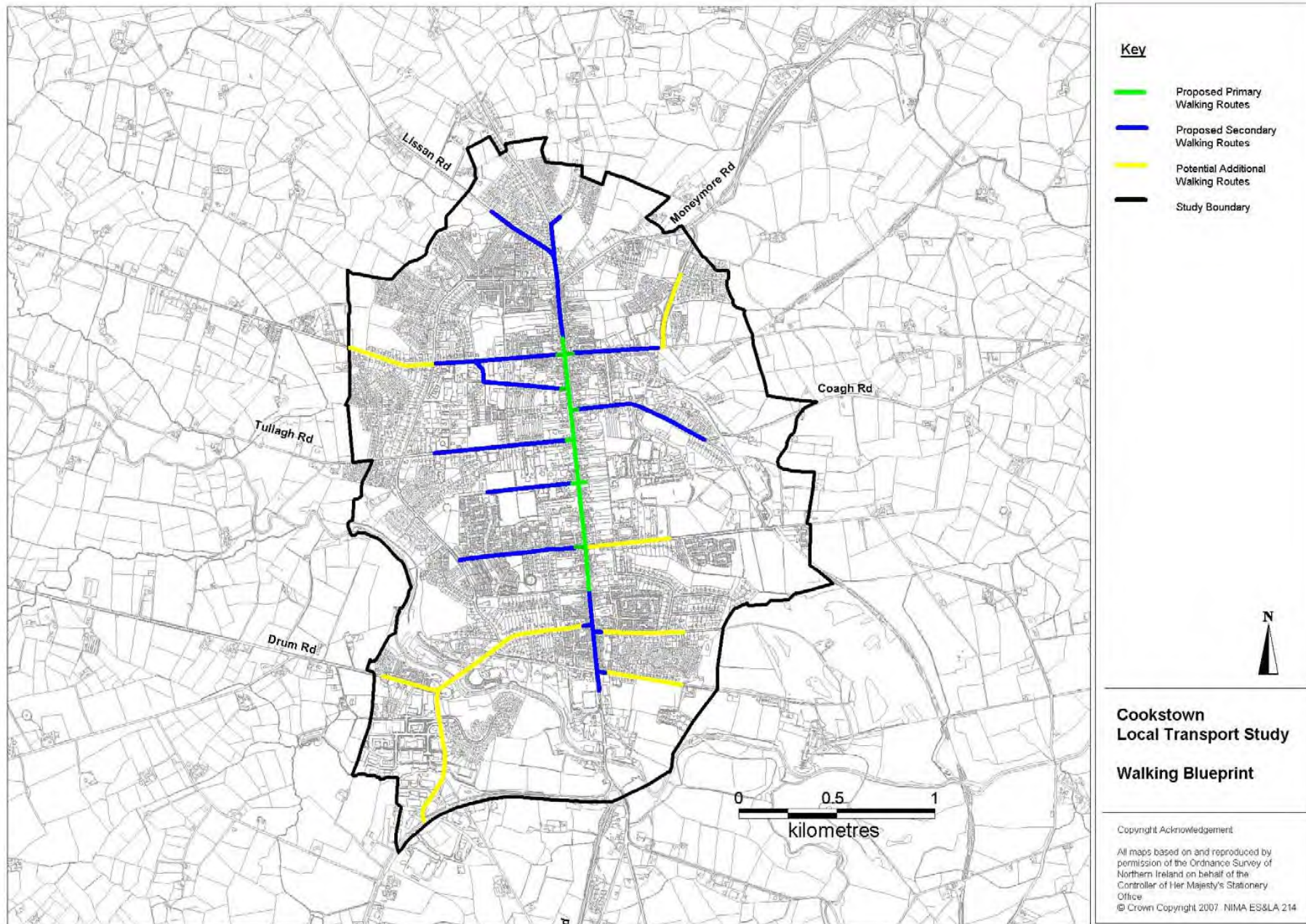
Map 4: Dungannon Local Transport Study Highways Blueprint



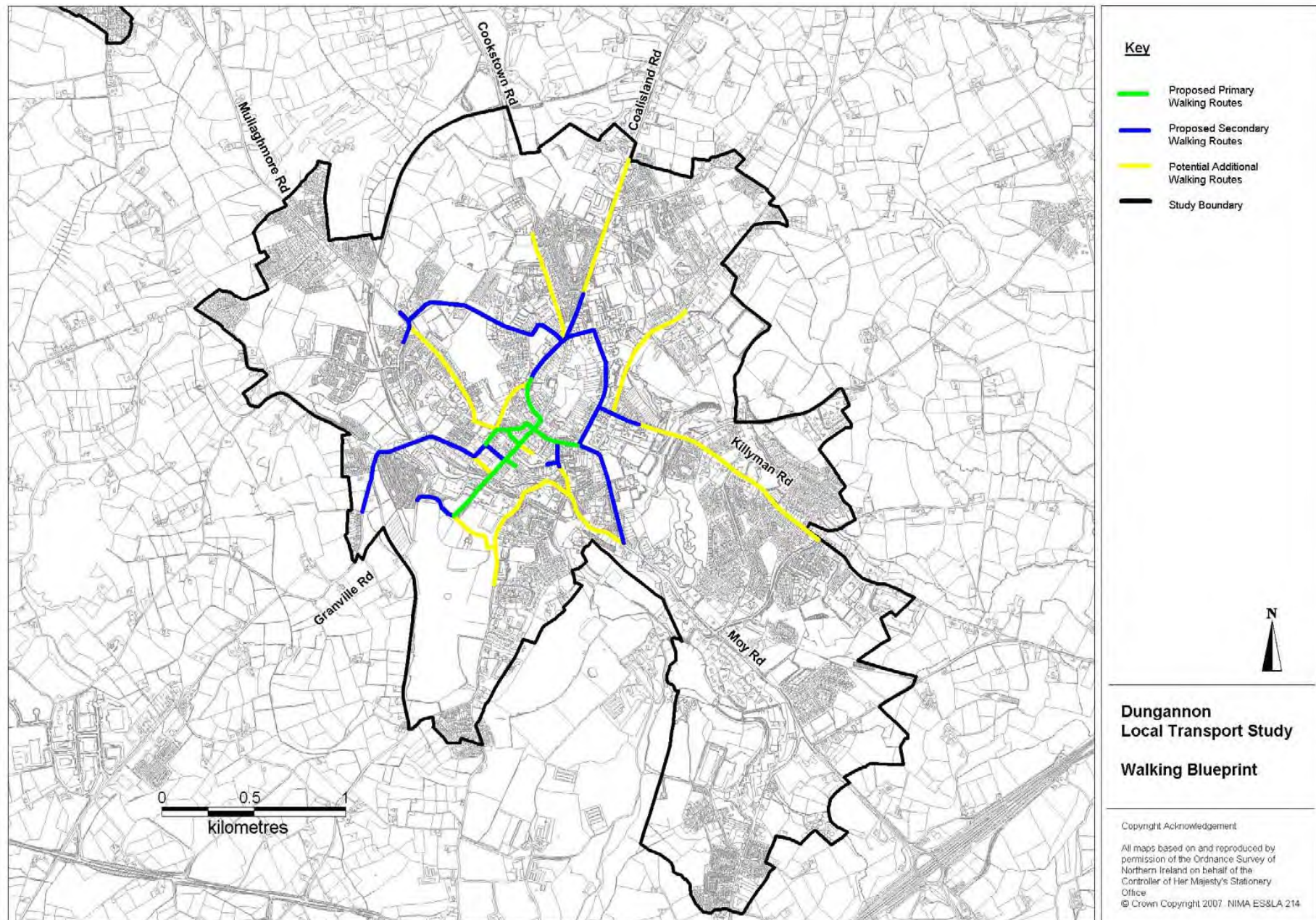
Map 5: Magherafelt Local Transport Study Highways Blueprint



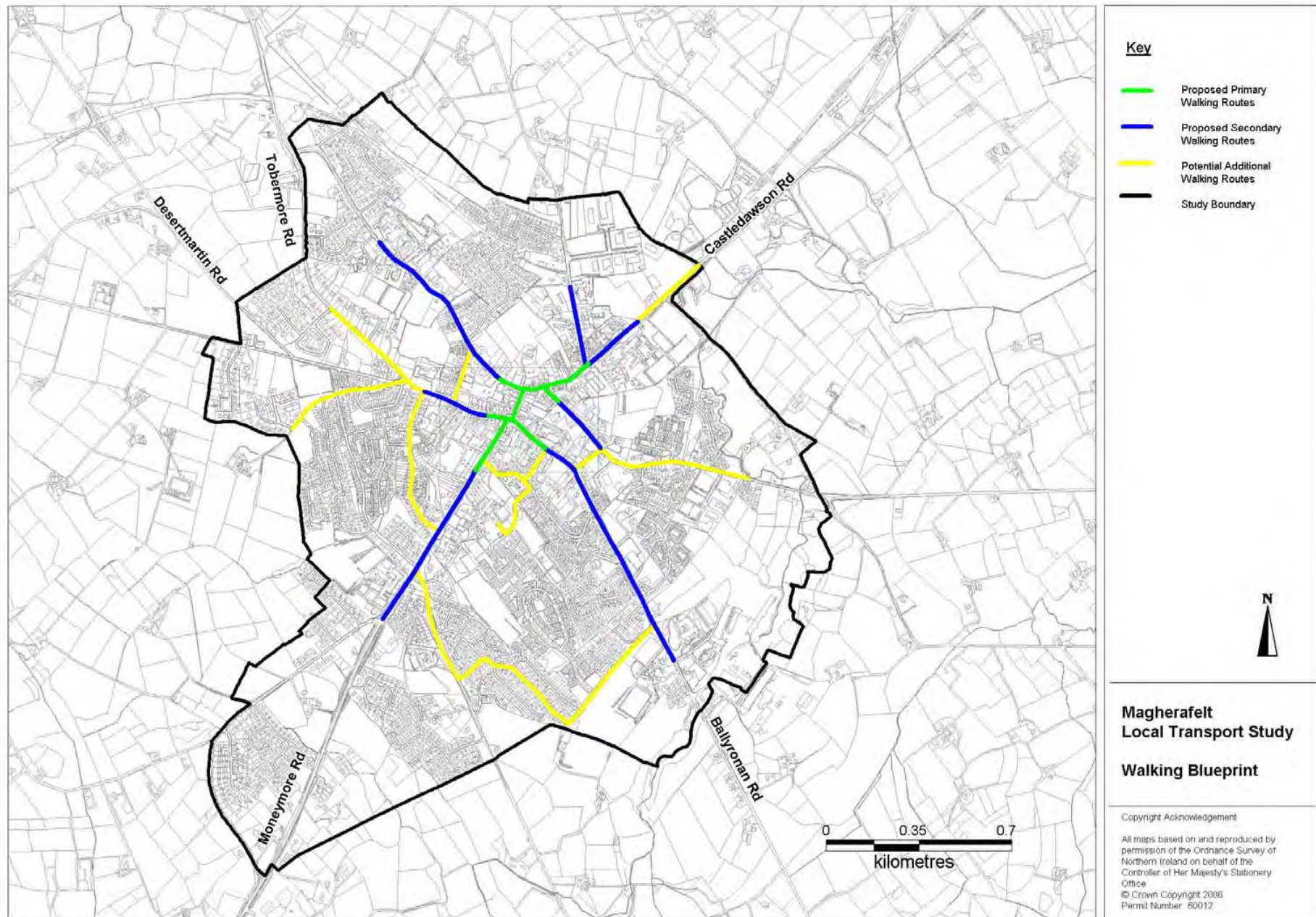
Map 6: Cookstown Local Transport Study Walking Blueprint



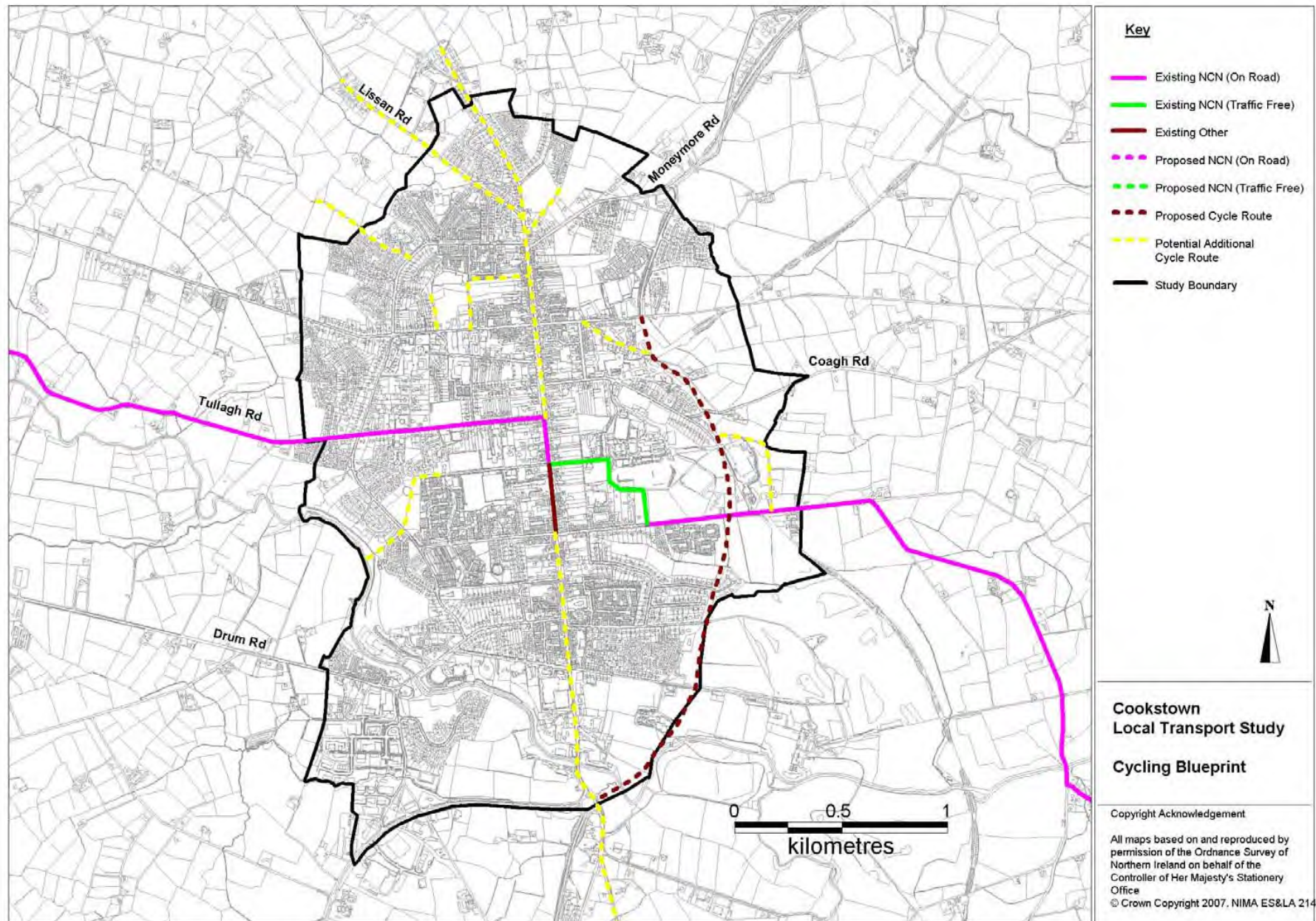
Map 7: Dungannon Local Transport Study Walking Blueprint



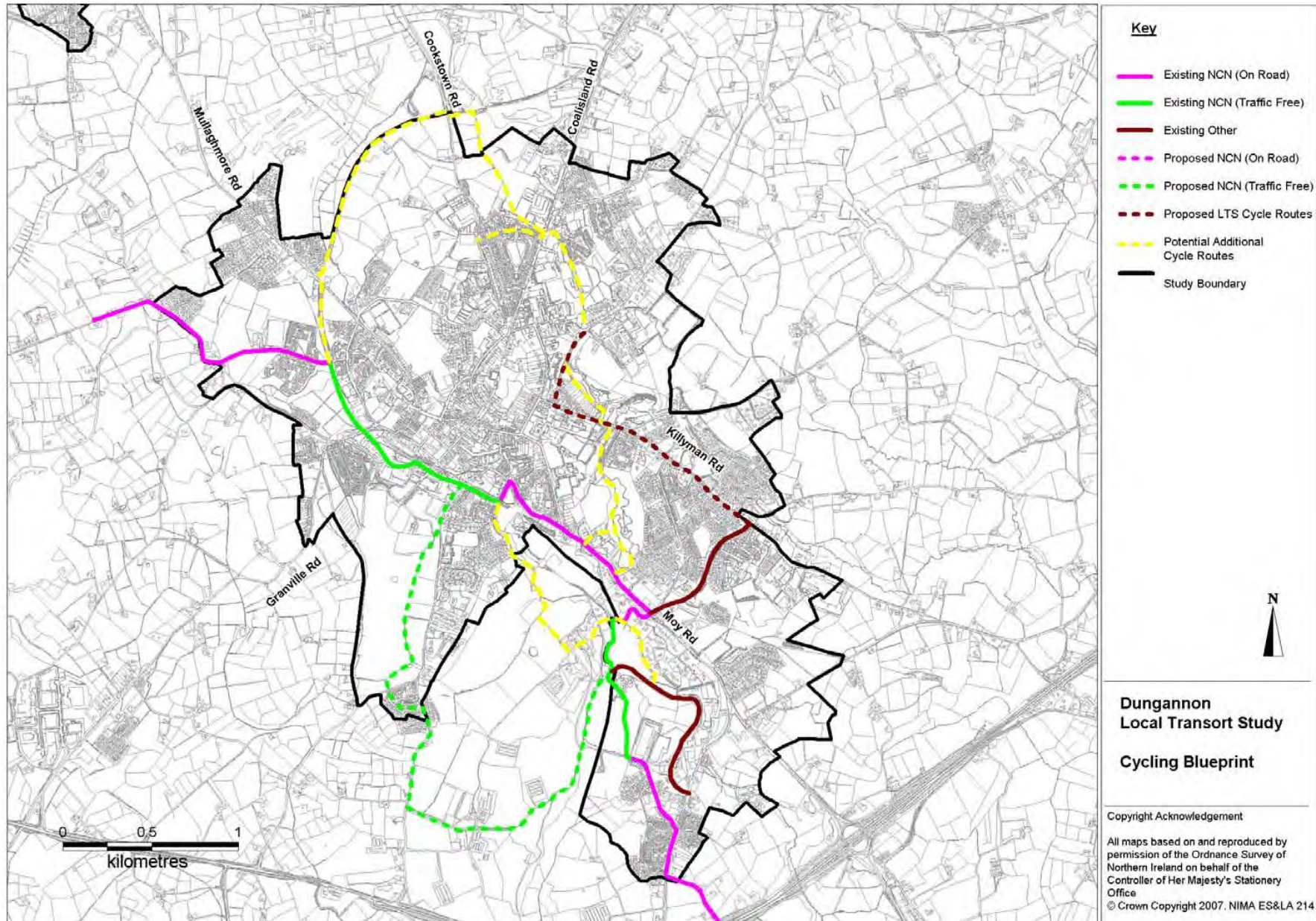
Map 8: Magherafelt Local Transport Study Walking Blueprint



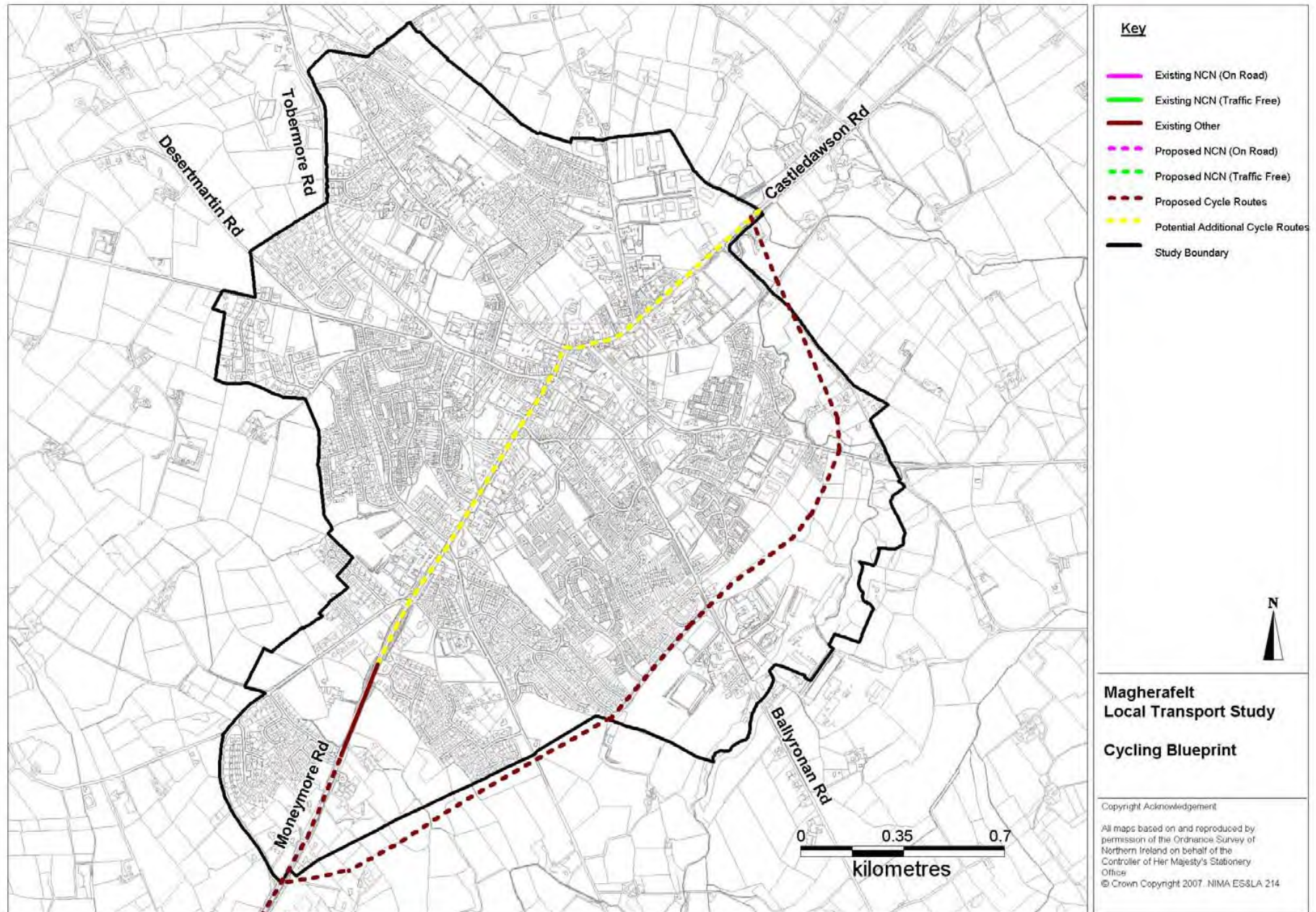
Map 9: Cookstown Local Transport Study Cycling Blueprint



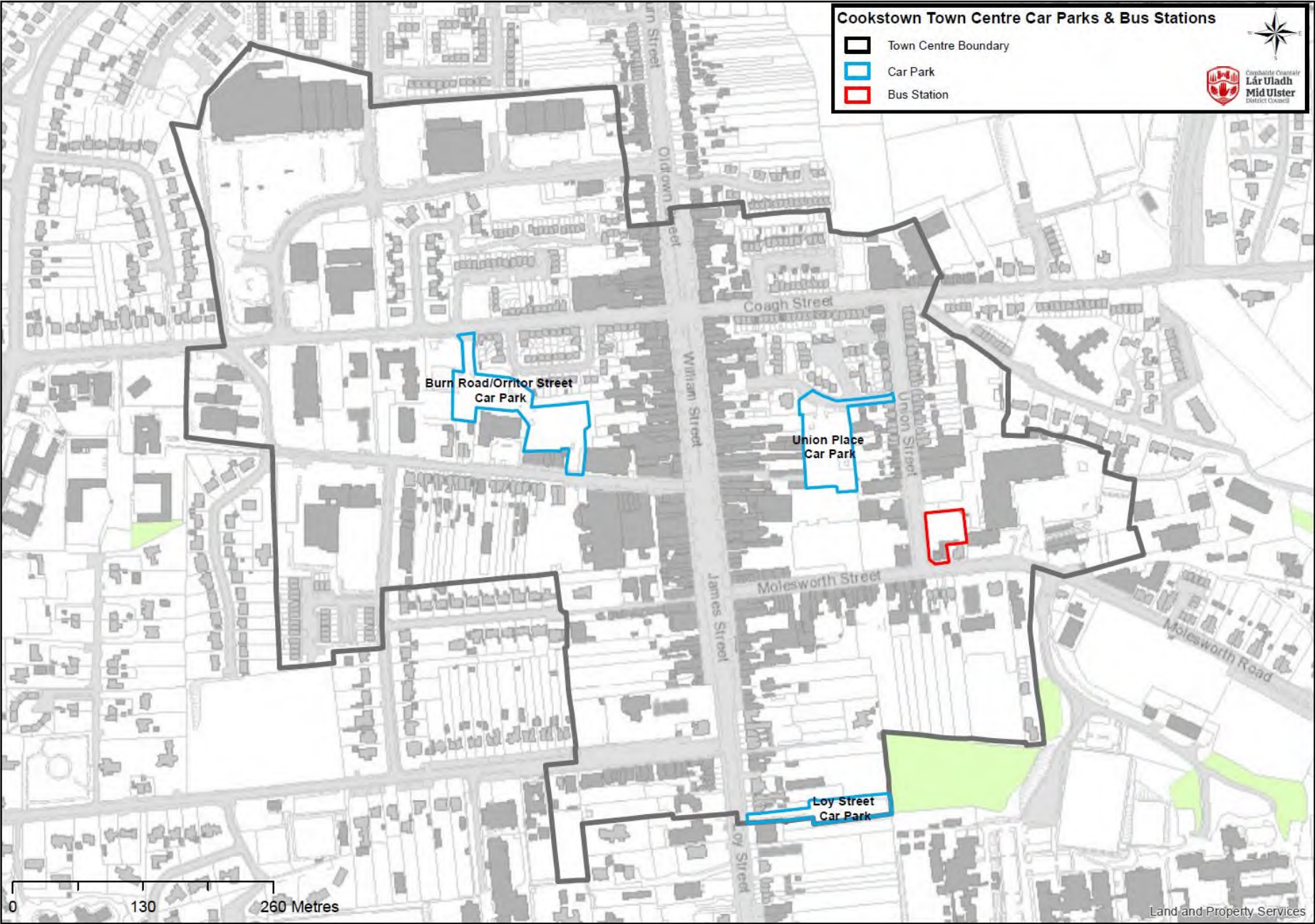
Map 10: Dungannon Local Transport Study Cycling Blueprint



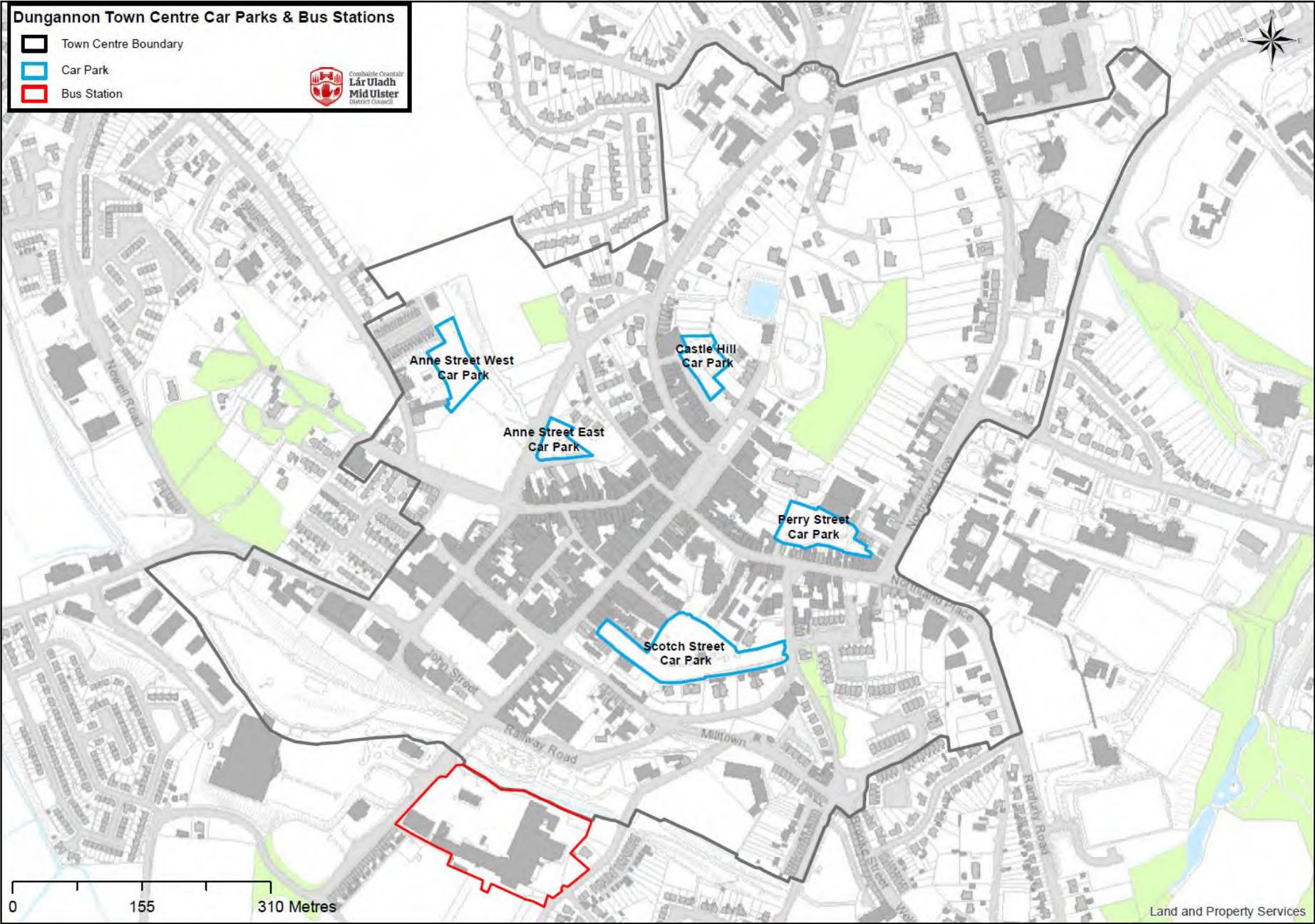
Map 11: Magherafelt Local Transport Study Cycling Blueprint



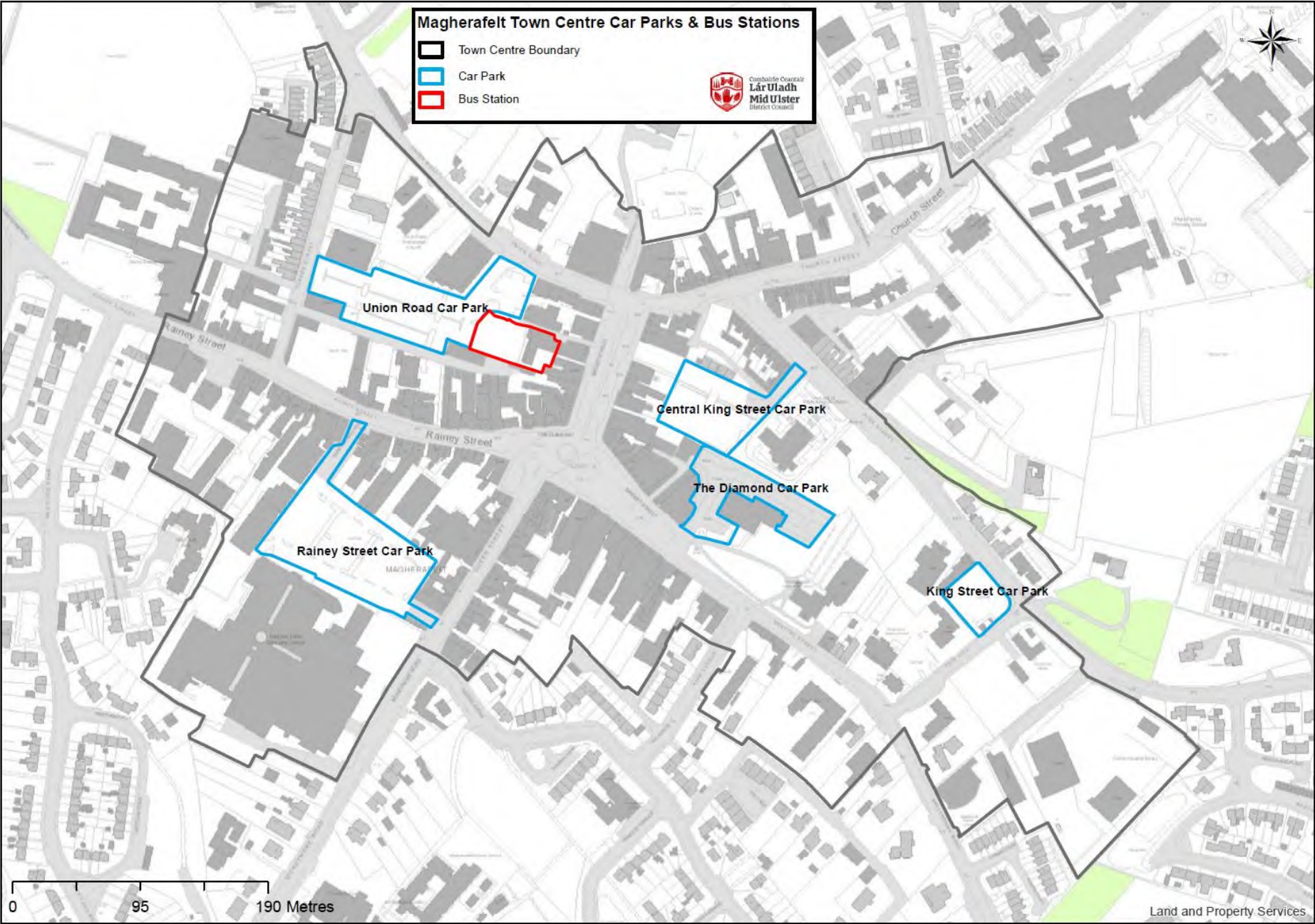
Map 12: Cookstown Town Centre Car Parks & Bus Stations



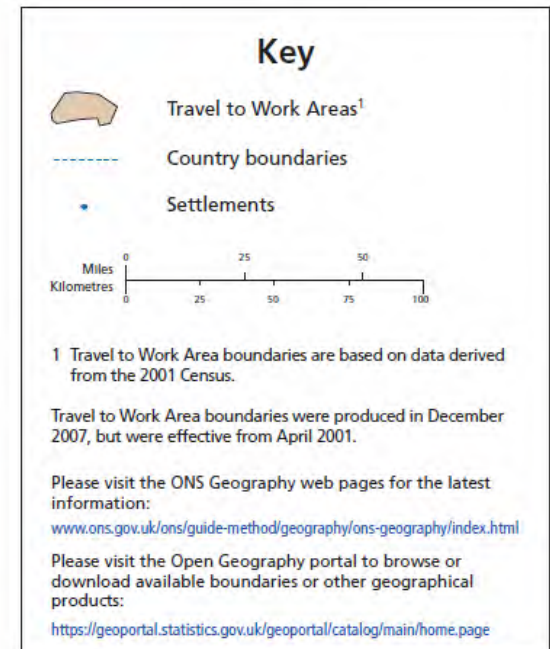
Map 13: Dungannon Town Centre Car Parks & Bus Stations



Map 14: Magherafelt Town Centre Car Parks & Bus Stations



(NISRA 2001 Information)



APPENDIX 2

SRTP TABLES

APPENDIX 2: SRTP TABLES

Table 8: Schemes included in the SRTP Highways Blueprint

Proposed Highway Schemes SRTP	Status	Proposed Highway Schemes RSTN TP	Status
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Source: Sub Regional Transport Plan 2015 – Technical Supplements

Section of Westland Road, Cookstown.	Complete	A29 Cookstown By-Pass	As Table 5
Section of A45 Granville Road, Dungannon.	Under Development	Section of A29 Link Corridor, Dungannon. A31 Magherafelt Bypass.	Complete
		A31 Magherafelt Bypass	As Table 5
Proposed Junction Improvement		Proposed Linking of Travel Signals	
Junction at Beechvalley, John St, Railway Rd Dungannon.	Under Consideration	Section of A29 Link Corridor (William St/James Street) Cookstown	Complete
Junction at Market Sq, Scotch Street, Dungannon.	Complete		
Junction/Roundabout at South Tyrone Hospital	Under Consideration		
Junction at Perry St, Northland Place and Northland Row, Dungannon	Complete		
Junction of Northland Row and Killyman Rd, Dungannon	Complete		

APPENDIX 2: SRTP TABLES

Table 9: Schemes included in the SRTP Cookstown Walking Blueprint

COOKSTOWN		
Proposed Primary Walking Routes	Proposed Secondary Walking Routes	Potential Additional Walking Routes (Not in RTS Funding)
<ul style="list-style-type: none"> William St, Cookstown (including small section of Orritor St and Coagh St) James St, Cookstown (including small section of Fairhill Rd) Loy Street, Cookstown 	<ul style="list-style-type: none"> Section of Claggan Lane Section of Lissan Rd Section of Coolreagh Rd Section of William St (Oldtown) Coagh St Section of Orritor Rd Molesworth St Section of Molesworth Rd Burn Rd Fairhill Rd Convent Rd/Lane Cemetery Rd 	<ul style="list-style-type: none"> East Circular Rd Orritor Rd Section of Fountain Rd Section of Killymoon Rd Section of Castle Rd Burn Rd Section of the A505 (Blackhill) Sandholes Rd

Source: Sub Regional Transport Plan 2015 – Cookstown Technical Supplement.

Table 10: Schemes included in the SRTP Dungannon Walking Blueprint

DUNGANNON		
Proposed Primary Walking Routes	Proposed Secondary Walking Routes	Potential Additional Walking Routes (Not in RTS Funding)
<ul style="list-style-type: none"> • Section of Thomas St • Market Square • Scotch St • Beechvalley • Perry St • Irish St • Section of William St • Georges St 	<ul style="list-style-type: none"> • Section of Park Rd • Section of Victoria Rd • Northland Place • Ranfurly Rd • Northland Row • Circular Rd • Section of Killyman Rd • Section of Thomas St • Section of Oaks Rd • Quarry Lane • Section of Newell Rd • Section of Mullaghmore Rd • Windmill Hill Rd • Section of William St • Ballygawley Rd 	<ul style="list-style-type: none"> • Section of Oaks Rd • Section of Coalisland Rd • Section of Carland Rd • Anne St • Donaghmore Rd • Link Rd between Thomas St and William St • Scotch St Centre • John St • Section of Killymeal Rd • Section of Killyman Rd • Brooke St • Section of Park Rd • Milltown • Washingford Row • Craigavon Crescent • Old Eglisish Rd • Manse Rd

Source: Sub Regional Transport Plan 2015 – Dungannon Technical Supplement.

APPENDIX 2: SRTP TABLES

Table 11: Schemes included in the SRTP Magherafelt Walking Blueprint

MAGHERAFELT		
Proposed Primary Walking Routes	Proposed Secondary Walking Routes	Potential Additional Walking Routes (Not in RTS Funding)
<ul style="list-style-type: none"> • Broad St • Queen St • Section of Rainey St • Section of Union Rd • Section of King St • Church St • Market St • Section of Meeting St 	<ul style="list-style-type: none"> • Section of Station Rd • Section of Castledawson Rd • Section of King St • Section of Meeting St • Ballyronan Rd • Moneymore Rd • Section of Rainey St • Union Rd • Section of Hospital Rd 	<ul style="list-style-type: none"> • Section of Castledawson Rd • Fairhill • Section of Aughrim Rd • Kirk Ave • Section of Queens Ave • Princess Ave • Parkmore Rd • Section of Killyfaddy Rd • Rd running parallel to

		Meadowbank <ul style="list-style-type: none"> • Westland Rd • Section of Rainey St • Section of Tobermore Rd • Mullaghboy Lane
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Source: Sub Regional Transport Plan 2015 – Magherafelt Technical Supplement

Table 12: Existing Cycle Networks/Routes in Cookstown

Existing National Cycle Network/Cycle Routes - COOKSTOWN	
Existing National Cycle Network (On Road)	
Fairhill Road	
Tullagh Road	
Loy Street	
Fountain Road	
Cloghog Road	
Lower Grange Road	
Existing National Cycle Network (Traffic Free)	
Lane directly opposite Convent Road, cutting through Cookstown Leisure Centre and emerging on Fountain Road	
Existing Other	
Loy Street	

Source: Sub Regional Transport Plan 2015 – Cookstown Technical Supplement.

APPENDIX 2: SRTP TABLES

Table 13: Proposed Cycle Networks/Routes in Cookstown

Proposed National Cycle Network/Cycle Routes – COOKSTOWN	
Proposed National Cycle Network (On Road)	
None	
Proposed National Cycle Network (Traffic Free)	
None	
Proposed Cycle Route	
Along the route of the proposed Eastern Distributor Road	
Potential Additional Cycle Routes (Not in RTS Funding)	
Section of Coolreagh Road	
Section of Lissan Road	
Walkway to immediate North of Moneymore Road	
A29 Route through the Town	
Lime Kiln Lane	
Walkway to rear of Vion factory	
Route through phase 1 housing land (West of Ratheen) and to SE of Adair Gardens	
Factory lane emerging onto Orritor Road	
Millburn Avenue	
Walkway SW of Morgan Drive	

Source: Sub Regional Transport Plan 2015 – Cookstown Technical Supplement.

Table 14: Existing Cycle Networks/Routes in Dungannon

Existing National Cycle Network/Cycle Routes – DUNGANNON	
Existing National Cycle Network (On Road)	
Northland Way	
Jacksonville Road, Moygashel	
Main Road, Moygashel	
Syerla Road, Moygashel	
Ballynorthland Demesne	
Section of the A29 (Moy Road)	
Brooke Street	
Mark Street	
Lisnahull Road	
Old Caulfield Road	
Existing National Cycle Network (Traffic Free)	
Walkway parallel and West of Newell Road and across Railway Park	
Route through Dungannon Park	
Existing Other	
Route through Dungannon Park	
Gortmerron Link Road	

Source: Sub Regional Transport Plan 2015 – Dungannon Technical Supplement.

APPENDIX 2: SRTP TABLES

Table 15: Proposed Cycle Networks/Routes in Dungannon

Proposed National Cycle Network/Cycle Routes – DUNGANNON
Proposed National Cycle Network (On Road)
None
Proposed National Cycle Network (Traffic Free)
Section of Old Eglish Road
Route along the Eastern Shore of Black Lough, through Lakeside Terrace and Park Avenue, back onto Old Eglish Road and North to Dungannon Park
Proposed Cycle Routes
Section of Killyman Road
Section of Killymeal Road
Potential Additional Cycle Routes (Not in RTS Funding)
Altmore Drive
Route connecting Cookstown Road, Mullaghmore Road and Lisnahull Road
Route connecting Coalisland Road to Cookstown Road
Route connecting Dunlea Vale, Killymeal Road, Killyman Road and Dungannon Park – accessing the Moy Road at two different points.
Section of Mullaghanagh Road and route through Dungannon Park

Source: Sub Regional Transport Plan 2015 – Dungannon Technical Supplement.

Table 16: Existing Cycle Networks/Routes in Magherafelt

Existing National Cycle Network/Cycle Routes – MAGHERAFELT
Existing National Cycle Network (On Road)
None
Existing National Cycle Network (Traffic Free)
None
Existing Other
Section of the Moneymore Road

Source: Sub Regional Transport Plan 2015 – Magherafelt Technical Supplement.

APPENDIX 2: SRTP TABLES

Table 17: Proposed Cycle Networks/Routes in Magherafelt

Proposed National Cycle Network/Cycle Routes – MAGHERAFELT	
Proposed National Cycle Network (On Road)	
None	
Proposed National Cycle Network (Traffic Free)	
None	
Proposed Cycle Routes	
Route from the Castledawson Road through the Western and South Western portion of the Town boundary, joining the Moneymore Road.	
Potential Additional Cycle Routes (Not in RTS Funding)	
Section of the A31 road through the Town	

Source: Sub Regional Transport Plan 2015 – Magherafelt Technical Supplement.

APPENDIX 3

CAR PARKING AVAILABILITY TABLES

APPENDIX 3: CAR PARKING AVAILABILITY TABLES

Table 18: Off street location and spaces available in Cookstown

Location	Spaces	Free/Pay	1hr Waiting Restriction
Off Street Car Parks			
Burn road	106(6)	Free	No
Loy St	54(1)	Pay	No
Orritor road	129	Free Pay	No
Union Place	117 (2)	Pay	No
		Free	No
Sub Total	406 (9)		

Source: Transport NI 2015

Table 19: Off street location and spaces available in Dungannon

Location	Spaces	Free/Pay	1hr Waiting Restriction
Off Street Car Parks			
Anne St East	48 (2)	Pay	No
Ann St west	70	Free	No
Castle Hill	100(2)	Pay	No
Perry St west	36(2)	Pay	No
Perry St East	56	Free	No
Scotch St North	97(4)	Pay	No
Scotch St South	161(2)	Free	no
Sub Total	568 (12)		

Source: Transport NI 2015

APPENDIX 3: CAR PARKING AVAILABILITY TABLES

Table 20: On street location and spaces available in Magherafelt

Location	Spaces	Free/Pay	1hr Waiting Restriction
On Street	(Disabled Provision)		
Queen Street	0	N/A	N/A
Rainey Street	12(1)	Free	Yes
Broad Street	23(2)	Free	Yes
Market Street	50(3)	Free	Yes
Union Road	0	N/A	N/A
Church Street	20	Free	Yes
King Street	28+	Free	Yes
Meeting Street (Free)	0	Free/Short Stay	Yes
Fairhill Road	0	N/A	N/A
The Diamond	8(1)	Free/Short Stay	Yes
Sub Total	141		

Source: URS/Scott Wilson 2010

Table 21: Off street location and spaces available in Magherafelt

Location	Spaces	Free/Pay	1hr Waiting Restriction				
Off Street Roads Service Car Parks				Sept - 09 Normal	Dec - 09	Mar - 10	Jun – 10 Market Day or other busy day
King St	42(3)	Free	No	100%	71%	93%	112%
Rainey St	241(12)	Pay	No	53%	39%	57%	65%
Central	118(9)	Free	No	100%	95%	105%	103%
Union Rd	158	Pay	No	38%	44%	46%	59%
Union Rd	38(4)	Free	No	100%	61%	100%	84%
Sub Total	597						

Source: URS/Scott Wilson 2010

APPENDIX 3: CAR PARKING AVAILABILITY TABLES

Table 22: Other locations and spaces available

Location	Spaces	Free/Pay	1hr Waiting Restriction
Private			
Diamond Centre	112	Pay	No
Meadowlane	500	Free 1 st 4 hrs and after 6pm Mon-Sat. Free Sun	No
Sub Total	612		
Overall Total	1350		

Source: URS/Scott Wilson 2010

APPENDIX 4

ULSTERBUS AND GOLDLINE TIMETABLES

APPENDIX 4: ULSTERBUS AND GOLDLINE TIMETABLES FOR MID ULSTER.

Table 25: Ulster Bus Rural Services in Cookstown District

Service No.	Route Details	M-F	SAT	SUN
80	Cookstown – Coalisland - Dungannon	13	7	3
80D	Cookstown – Coalisland - Dungannon	1	0	0

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

Table 26: Ulster Bus Urban Services in Cookstown District

Service No.	Route Details	M-F	SAT	SUN
89	Cookstown - Magherafelt	3	3	0
89A	Cookstown - Magherafelt	1	0	0
89B	Cookstown - Magherafelt	2	0	0
89C	Cookstown - Magherafelt	1	0	0
90	Cookstown – Heagneys Corner	1	0	0
90A	Cookstown – Heagneys Corner	1	0	0
91	Cookstown - Pomeroy	5	0	0
110	Cookstown – Magherafelt – Antrim – Belfast	9	4	1
390	Cookstown Town Service	3	0	0
278	Portrush-Coleraine-Cookstown-Monaghan	3	1	1

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

Table 27: Ulster Bus Rural Services in Dungannon District

Service No.	Route Details	M-F	SAT	SUN
80A	Dungannon – Newmills - Coalisland	4	0	0
80B	Dungannon – Newmills - Coalisland	2	0	0
80C	Dungannon – Newmills - Coalisland	10	4	0
80H	Dungannon – Newmills - Coalisland	2	0	0

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

APPENDIX 4: ULSTERBUS AND GOLDLINE TIMETABLES FOR MID ULSTER.

Table 28: Ulster Bus Urban Services in Dungannon District

Service No.	Route Details	M-F	SAT	SUN
67	Dungannon – Moy - Portadown, High Street	7	1	0
67A	Dungannon – Moy - Portadown, High Street	1	0	0
67E	Dungannon – Moy - Portadown, High Street	3	2	0
67H	Dungannon – Moy - Portadown, High Street	0	0	0
72	Dungannon - Armagh	7	4	0
72B	Dungannon - Armagh	3	0	0
72C	Dungannon - Armagh	0	0	0
72D	Dungannon - Armagh	1	0	0
74A	Dungannon - Caledon	2	0	0
75	Dungannon – Maghery - Portadown	8	3	0
75A	Dungannon – Craigavon Hospital	6	6	2
76	Dungannon - Ballygawley	4	0	0
76A	Dungannon - Ballygawley	0	1	0
78	Dungannon - Ballygawley	9	0	0
78A	Dungannon - Ballygawley	0	1	0
80	Dungannon - Coalisland	13	7	3
80D	Dungannon - Coalisland	1	0	0
86	Dungannon – Carrickmore - Omagh	8	2	0
86H	Dungannon – Carrickmore - Omagh	3	0	0
261B	Dungannon – Sprucefield - Lisburn	2	0	0
261	Enniskillen – Dungannon - Belfast	17	11	11
273	Derry – Dungannon - Belfast	14	12	6
377A	Dungannon Town Service	3	3	0
377B	Dungannon Town Service	9	9	0
377C	Dungannon Town Service	5	5	0
377F	Dungannon Town Service	0	0	1

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

Table 29: Ulster Bus Rural Services in Magherafelt District

Service No.	Route Details	M-F	SAT	SUN
89	Magherafelt – Cookstown	3	3	0
112	Magherafelt - Draperstown	6	2	0
127	Magherafelt - Ballymena	8	5	0

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

APPENDIX 4: ULSTERBUS AND GOLDLINE TIMETABLES FOR MID ULSTER.

Table 30: Ulster Bus Urban Services in Magherafelt District

Service No.	Route Details	M-F	SAT	SUN
89	Magherafelt – Cookstown	3	3	0
89A	Magherafelt – Cookstown	1	0	0
89B	Magherafelt – Cookstown	2	0	0
89C	Magherafelt – Cookstown	1	0	0
110	Magherafelt – Antrim – Belfast	12	3	0
111	Magherafelt – Maghera - Coleraine	6	0	0
116	Magherafelt – Maghera - Coleraine	0	0	0
116A	Magherafelt – Maghera - Coleraine	0	0	0
176	Magherafelt – Maghera - Coleraine	6	1	0
112	Magherafelt - Draperstown	6	2	0
127	Magherafelt - Ballymena	8	5	0
389A	Magherafelt Town Service	9	5	0
389B	Magherafelt – Castledawson Park and Ride	12	9	0
403	Magherafelt - Omagh	2	2	0

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

Table 31: Goldline Express Services in Cookstown, Dungannon and Magherafelt Districts

Service No.	Route Details	M-F	SAT	SUN
209	Cookstown – Magherafelt – Antrim – Belfast	5	0	0
210	Cookstown – Magherafelt – Antrim – Belfast	1	2	0
X4	Derry – Cookstown – Dublin Airport - Dublin	3M-S		
X4	Derry – Dungannon – Dublin Airport - Dublin	3M-S		
212	Belfast – Castledawson Park & Ride - Derry	40	24	13

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

Note: X4 Journeys are calculated Monday to Sunday.