



Ref: SP4164

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22 June 2006

Dear Geraldine,

Re: Draft Sub-Regional Transport Plan 2015

Sustrans welcomes the opportunity to comment on the above mentioned plan. Our comments are related to our area of expertise in promoting the development of sustainable transport and in particular the National Cycle Network.

As stated in the executive summary the local transport plans for towns across Northern Ireland found a common problem of limited provision for cyclists. Sustrans would agree with this statement and welcome the proposal to increase cycle infrastructure provision in towns across Northern Ireland to meet agreed Government targets for increased cycling.

The Local Transport Study stated that cycle facilities are proposed where it is considered that they are most needed and most likely to be 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 flat cycling conditions suggest greatest potential. The above statement does not seem to be reflected at all times in the proposed plans for the individual towns. The greatest need is to link town centres, housing, workplaces, schools and leisure facilities with continuous corridors yet many of the proposed town networks do not achieve this.

In terms of funding the five key SRTP towns identified by Roads Service (endorsed by the Northern Ireland Cycling Forum, June 2004) for priority cycle development are not the five towns receiving the highest levels of funding (see table). The Roads Service motion was to direct 60% of the annual cycling budget to the five key towns.



Table showing proposed spend

	Town	Cycling £ (000)
1	Portadown/ Craigavon	338
2	Ballymena	330
3	Comber	268
4	Newtownards	239
5	Derry	228
6	Omagh	165
7	Ballymoney	161
8	Coleraine	138
9	Dungannon	116
10	Lurgan	112
11	Limavady	109
12	Newry	101
13	Antrim	93

As can be seen from above table only 2 of the 5 priority towns are in the top 5 of proposed spend. (We consider Portadown and Craigavon to be one continuous network). We welcome the commitment to develop the NCN in Comber and Newtownards.

The study highlights that proposals for cycle measures include networks of cycle routes which, depending on road widths and physical constraints, may be on-road, shared footway/cycleways or off-road paths. Sustrans agree that networks can be a mix of the above, however we do have concerns that where cyclists are most vulnerable i.e. at junctions and roundabouts, in the past this is where provision has not been provided. There is no detail in the plan to ensure continuity of routes through junctions and this needs to be addressed if cycling is to be promoted for utility journeys.

The maps of proposed cycle provision show an inconsistency between the towns as some show new routes across council land and others do not. They do not on the whole show a development of a network of cycle routes as the study states should be developed. Most maps do not show schemes that are planned which will be led by others e.g. councils or developers, though some do seem to. We would hope the completed plan would include routes in towns that will be developed by all, not just Roads Service, even if a caveat is included that emphasises Roads Service do not intend to lead and fund all schemes shown. The Transport Plan should show all transport routes not just Roads Service owned ones.

The study does not show any indication of how provision has been costed for implementation. The lines on the map do not give any indication of what sort of provision will be provided, in terms of type of infrastructure e.g. shared use path, segregated, on or off road. The issue of the quality of infrastructure seems not to be clear and yet will have a significant impact on the success of increasing cycle usage in the towns. The quality, continuity and safety issues of routes/infrastructure are of great importance in the role of increasing cycle usage.

The RTS (2002 –2012) envisaged a total spend of £38.9m for Northern Ireland on walking and cycling, split as follows:

Making it easier to Walk - £27.0m(70%)

Making it easier to Cycle - £11.9m(30%)

The SRTP comparison using RTS figures extrapolated to 2015 suggest a total of £48.8m on cycling and walking, with £32.6m targeted for the Other Urban Areas and £16.2m for the Rural Areas. Within this breakdown the proportion allocated to cycling is greatly below the 30% as allocated within the overall RTS budget.

Other Urban Areas – total £32.6m

Walking - £29.8m (91%)

Cycling - £2.8m (9%)

The proportion of spend for cycling needs to be reconsidered in line with the RTS recommendations for making it easier to cycle and making it easier to walking in Belfast (walking 52% - Cycling 48%), Rural area (walking 53% - cycling 47%) and the Regional Strategic Transport Network (walking 45% - cycling 55%). Failure to reconsider will result in dysfunctional sections of routes constructed in the urban areas, which do not support complete journeys and risk creating a negative public perception of cycling facilities.

In light of recent targets set by Government for the Safe(r) Routes to Schools programme, additional funding needs to be considered within the cycling and walking funding stream. The current target set by Government is to complete 40 'Accelerated' schemes and 8 'Enhanced' schemes per year. Enhanced schemes can cost in excess of £200,000 per site (St Joseph's College) with Accelerated schools requiring approximately £15,000 per site.

Confirmation of funding of new shared use paths need to be clarified to ensure the cycling budget does not 100% fund what is also a walking facility. Given that no breakdown for the Rural budget is detailed the percentage allocation should be in line with the original RTS split for rural walking and cycling.

Specific towns

Derry/Londonderry

The development of cycling and walking infrastructure in the city needs to be considered in line with the Derry Cycling Forum's City Masterplan. This plan has been endorsed by the interagency working group, which includes Derry City Council, Planning Service and Roads Service. The plan is based on journeys from key residential areas to transport interchanges, schools, centres of employment and leisure facilities. The inclusion of a pedestrian and cycling bridge across the River Foyle as detailed in the Masterplan should also be highlighted.

We include maps showing proposed amendments for Omagh, Craigavon/Portadown, Coleraine, Antrim with the Derry Master Plan due to be with you on Monday. These are the 5 cycle priority towns within the SRTP. The NCN routes in Ards, Comber, and Downpatrick are fine.

Yours sincerely,

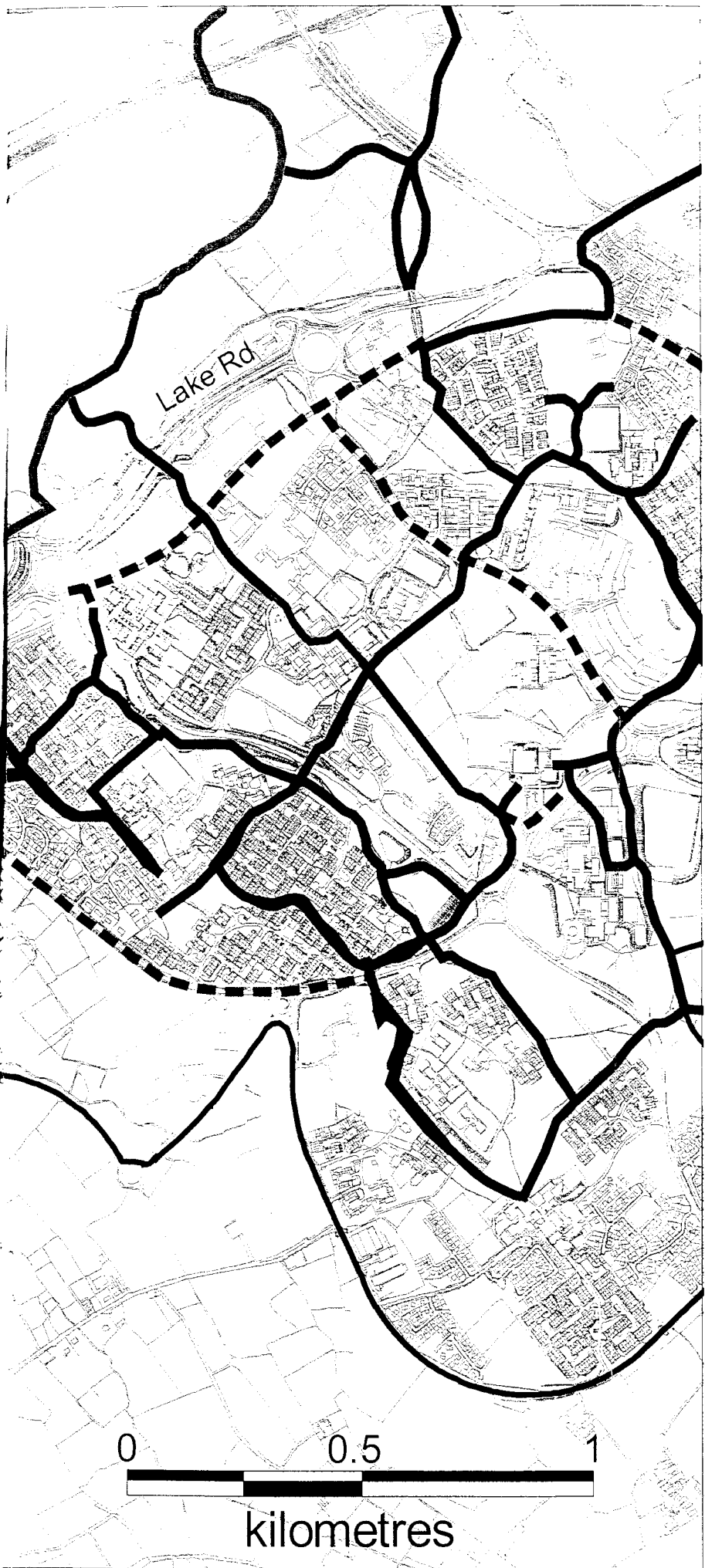
A handwritten signature in black ink that reads "Steven Patterson". The signature is written in a cursive, flowing style.

Steven Patterson
National Manager








The elements described below are all necessary to develop a town urban network Omagh which links centres of population with the town centre and its facilities.

All provision needs to be of high quality and take account of cyclists needs at the danger points i.e. junctions and roundabouts.

- A The line shown as proposed cycle route already exists as a shared use path – though it just ends as usual with no indication of where cyclists are supposed to go from there.
- B The existing shared use path needs to be completed giving cyclists a safe passage into the town centre along Dromore Road into James Street (especially across the lights at junction of James Street and Tamlaght Road).
- C Cycle provision needs to be catered for where cyclists exit path from Leisure Centre onto Drumragh Avenue. This needs to include a toucan crossing at Market Street lights for cyclists to access town centre. (Roads Service had highlighted this previously)
- D Provision presently under construction at Crevanagh Road is not shown on map.
- E The shared use path along Killyclogher Road should be extended to the new construction at Crevenagh Road.
- F Install new cycle/footbridge at King James Bridge with path linking Crevenagh Road provision to town centre past Dunnes store.
- G Extend provision from existing National Cycle Network along Mountjoy Road into the town centre.
- H Upgrade Winters Lane for pedestrians and cyclists
- I Upgrade existing underpass for cycle and pedestrian use
- J Dublin Road provision needs to be of high quality and considered in terms of access and continuity.



Key

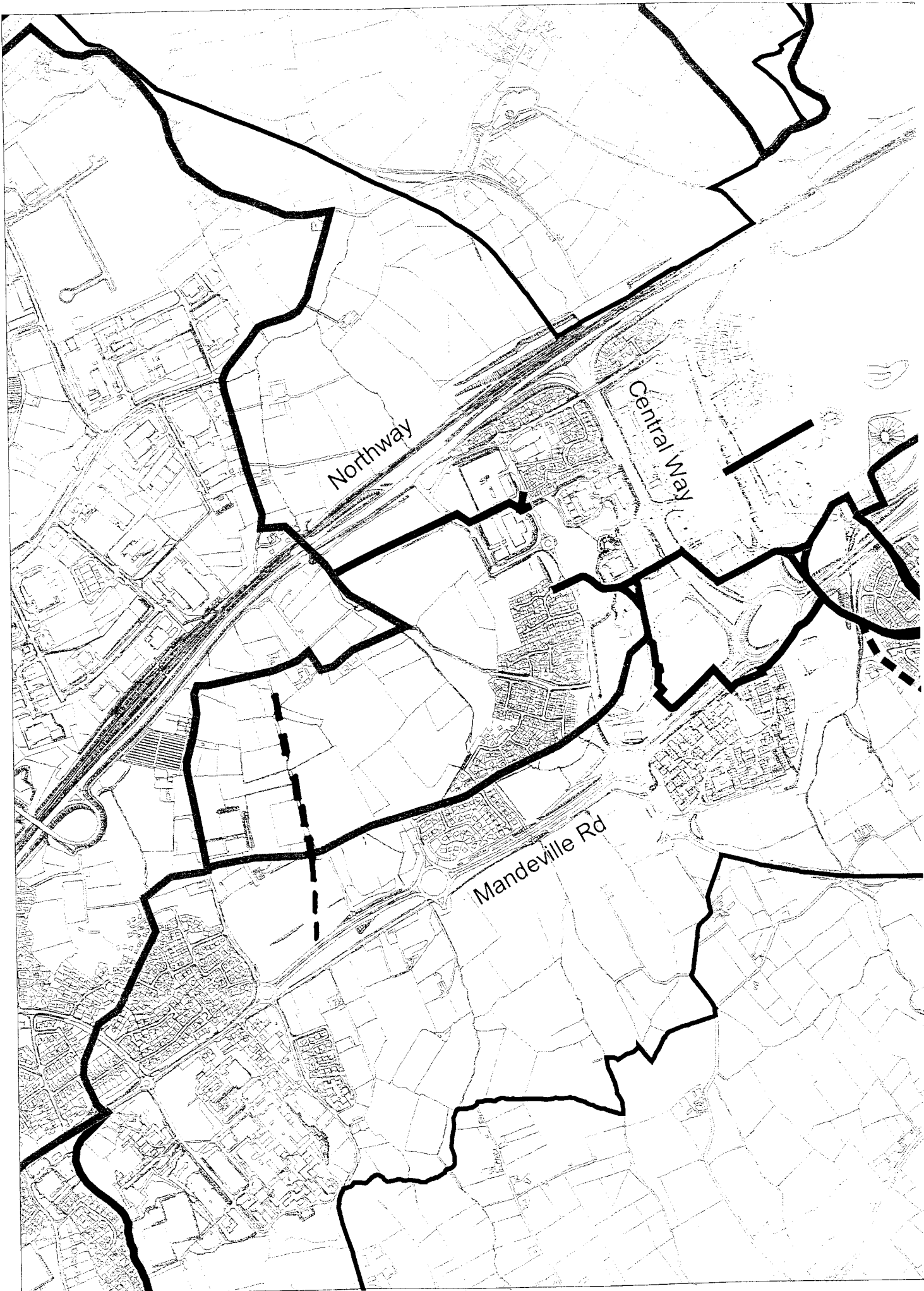
-  Existing NCN (On Road)
-  Existing NCN (Traffic Free)
-  Existing Other
-  Proposed NCN (On Road)
-  Proposed NCN (Traffic Free)
-  Proposed Cycle Route
-  Study Boundary

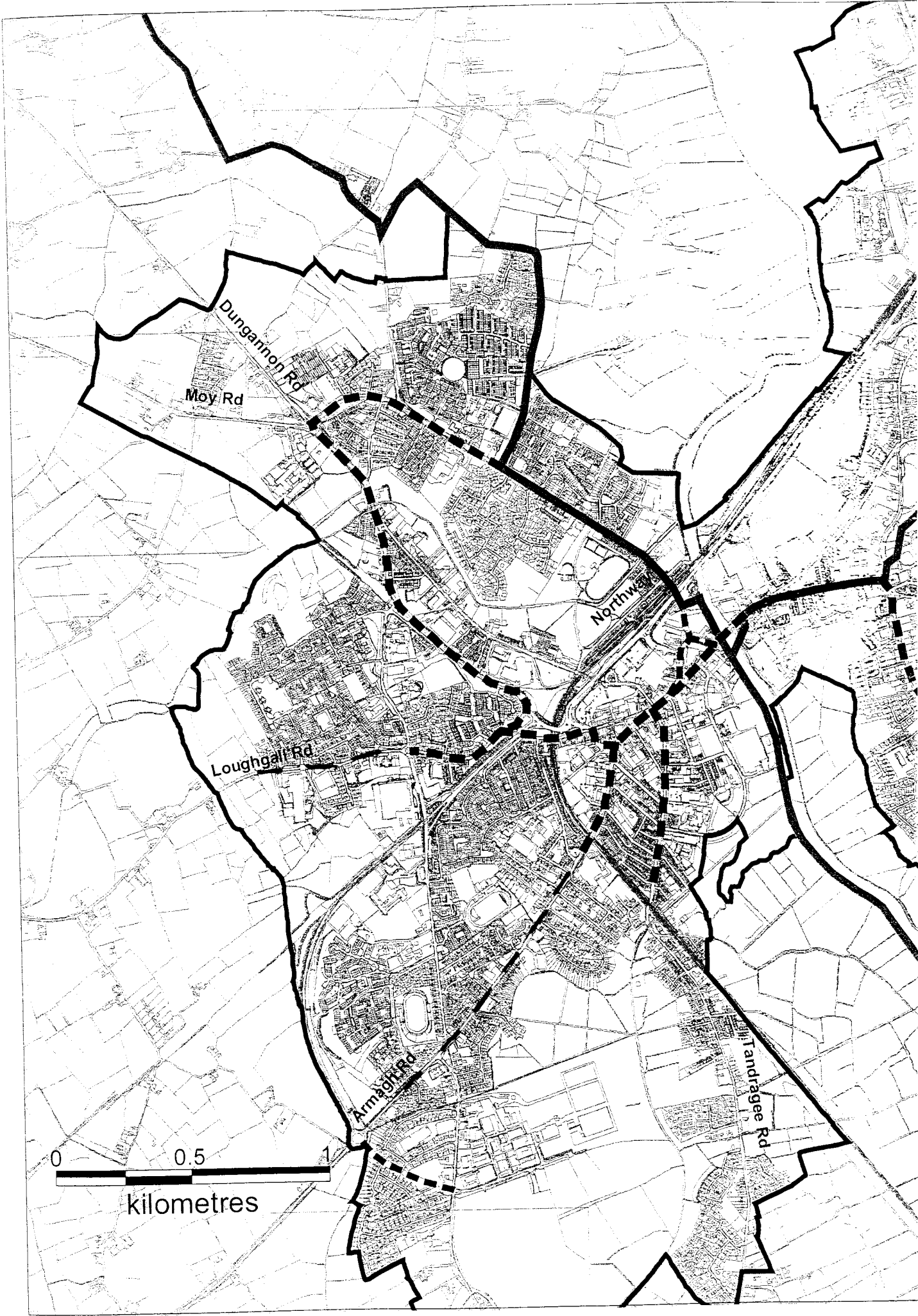


**Craigavon
Local Transport Study
Cycling Blueprint**

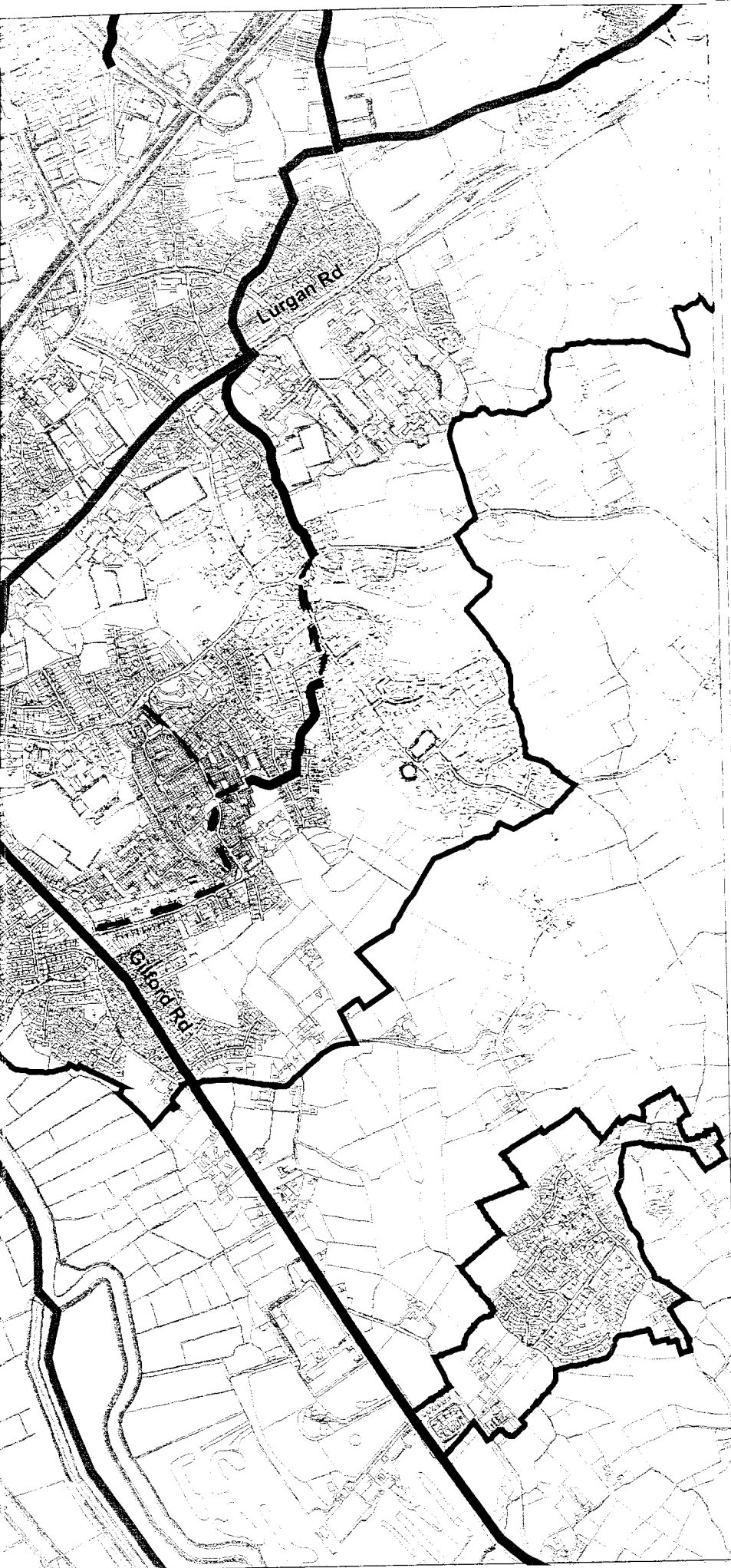
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0 0.5 1
kilometres



Key

-  Existing NCN (On Road)
-  Existing NCN (Traffic Free)
-  Existing NCN (Other)
-  Proposed NCN (On Road)
-  Proposed NCN (Traffic Free)
-  Proposed Cycle Route
-  Study Boundary



**Portadown
Local Transport Study**

Cycling Blueprint

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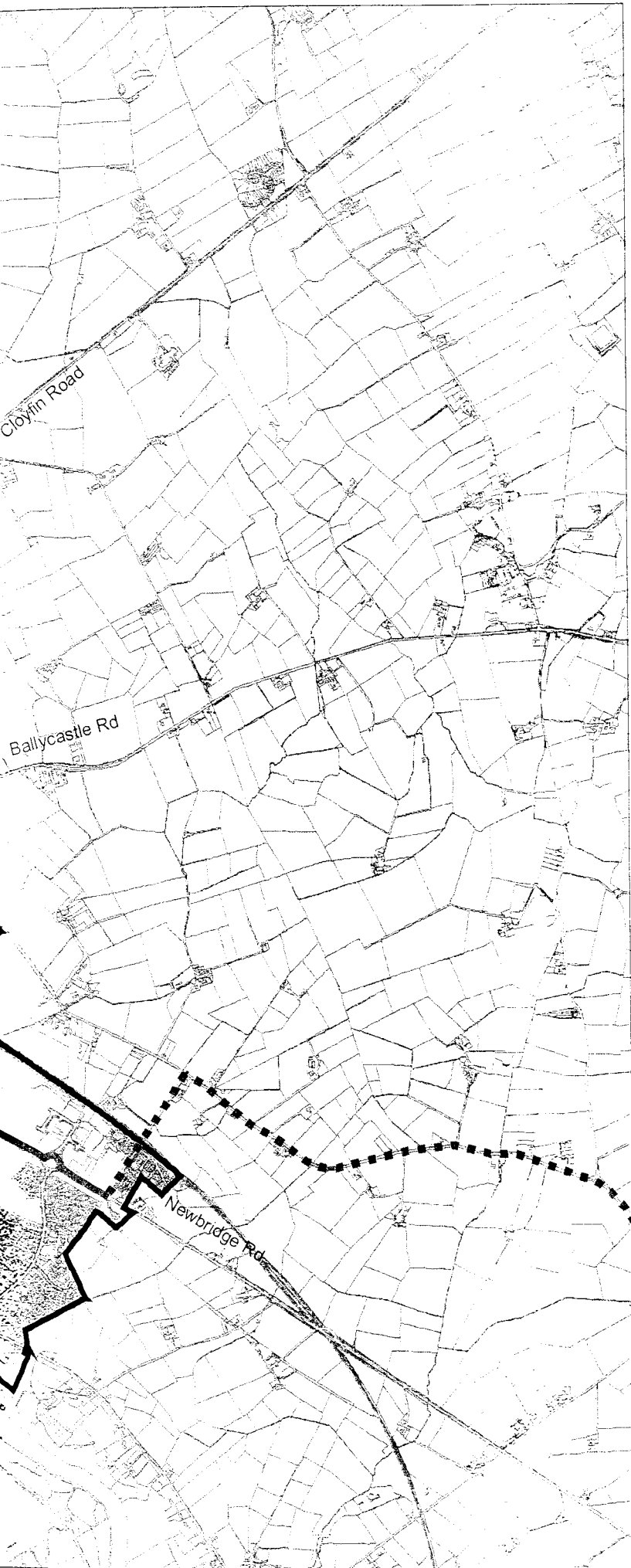
Portlewart Rd

Portrush Rd








Windyhill Rd

Dunhill Rd

0 0.5 1
kilometres



Key

-  Existing NCN (On Road)
-  Existing NCN (Traffic Free)
-  Existing (Other)
-  Proposed NCN (On Road)
-  Proposed NCN (Traffic Free)
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Coleraine Local Transport Study

Cycle Blueprint

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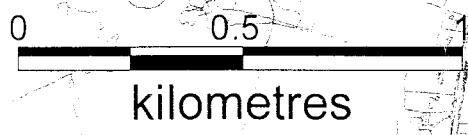
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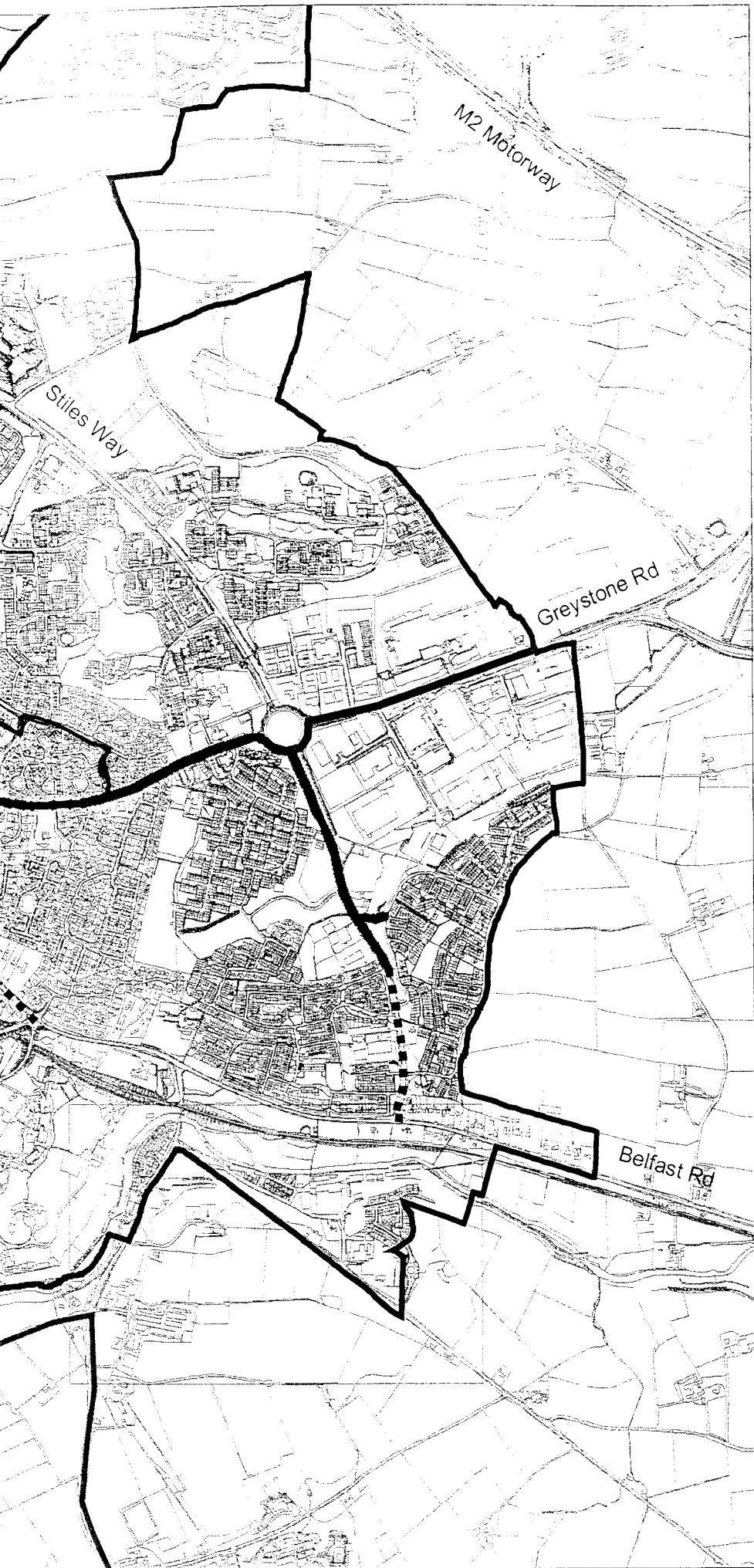


Randalstown Rd








Steeple Rd

Dublin Rd





Key

-  Existing NCN (On Road)
-  Existing NCN (Traffic Free)
-  Existing Other
-  Proposed NCN (On Road)
-  Proposed NCN (Traffic Free)
-  Proposed Cycle Route
-  Study Boundary



**Antrim
Local Transport Study**

Cycle Blueprint

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26 June 2006

*Rec 26/6/06
AM*

Dear Geraldine,

Re: Draft Sub-Regional Transport Plan 2015

Sustrans submitted a response to the SRTP on Friday 22nd June.

Please find enclosed a copy of the Derry City Cycling Masterplan that we refer to in our response. Please can you accept this as part of our response.

Thank you.

Yours sincerely,

Steven Patterson

Steven Patterson
National Manager

