

# GREENISLAND GREENWAY FEASIBILITY STUDY



PREPARED BY SUSTRANS & McGARRY CONSULTING

FOR

MID AND EAST ANTRIM BOROUGH COUNCIL

IN CONJUNCTION WITH

ANTRIM & NEWTOWNABBEY BOROUGH COUNCIL

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## FOREWORD

Mid and East Antrim Borough Council is committed to the development of greenways throughout our Borough as we recognise the social, economic and environmental value that they bring to an area. Through our Community Plan and in working in partnership with our communities, the voluntary sector and other public sector partners including our neighbouring Councils of Antrim & Newtownabbey Borough Council, Causeway Coast & Glens Borough Council and Mid-Ulster Council we will seek to ensure that the people of our borough have easy access to the natural environment and be able to enjoy longer and healthier lives. This commitment is demonstrated through the establishment of Greenway Operational and Working Groups which meet in order to explore opportunities for the development of greenways throughout the Borough.

Mid and East Antrim Borough Council is also committed to helping our people be physically active more often. We believe that the development of the Greenisland to Monkstown Greenway provides an excellent opportunity to create additional outdoor recreational space which will benefit all of our residents but will, in particular, provide an excellent free resource for some of our most disadvantaged citizens. In addition, the delivery of this proposal will fulfil our objective within our draft Community Plan to 'create greenways/pathways between areas, and reclaim existing outdoor spaces' through its close proximity to several residential areas, local employers, schools and a local academical institution.

I am also delighted to learn that Antrim and Newtownabbey Borough Council have been successful in securing funding for a feasibility study for the proposed Doagh to Larne Greenway. Our

Councils have a long history of working together in partnership. This is a relationship which I am keen to see continuing for the mutual benefit of all our residents and visitors alike.'

*Anne Donaghy*  
*Chief Executive, Mid & East Antrim Borough Council*

## 1.0 INTRODUCTION

The Greenisland Greenway offers a unique opportunity to create a very special facility that will add significantly to the already impressive cycling network in the area. It will create opportunities for the very many local people who live close to it, to walk and cycle more for everyday journeys and for leisure.

What is special is that unlike most other former railway lines, ownership remains within Government and, subject to agreement, can be made available for Greenway development.

The Greenway will:

- Complete a strategic cycling network with links to the National Cycle Network
- Will provide direct links to public transport (Greenisland Station)
- Be accessible to the extensive housing developments that adjoin it
- Create a destination for social interaction and activities
- Make key retail and leisure facilities more accessible
- Create a direct link to Ulster University campus and development site

Translink have considered the project and are wish to collaborate with the objectives set out here.

As this project falls within two Council areas, Mid and East Antrim Borough Council and Antrim and Newtownabbey Borough Council, both have agreed to work together in doing this feasibility study as we explore the planning, construction and long-term maintenance and management of the Greenway should it proceed beyond this feasibility study.

## 2.0 BACKGROUND

In November 2016 the Department for Infrastructure (DfI) published a strategic plan for Greenways 'Exercise, Explore, Enjoy'. This ambitious plan recognised the many benefits that greenways can deliver for the entire community. By encouraging active travel (walking and cycling) greenways can fulfil many of the Programme for Government objectives such as environmental sustainability and increased shared space.

Benefits will include health, economic and environmental - more active healthy people, the opportunity to create new business and less congestion on our roads with improved air quality.

The Vision is 'a region where people have ready access to a safe traffic free environment for health, active travel and leisure'.

Key to realising this vision will be to develop a Greenway Network that helps connect centre of population with places of interest, green spaces, workplaces, shops, schools and residential areas.

The aim of the plan is to encourage a substantial increase in the number of people walking and cycling as a regular part of everyday life through the building of a connected and accessible regional Greenway Network which significantly increases the length of traffic free routes.

To achieve this aim, the following overarching objectives were identified:

- To improve health and wellbeing by creating opportunities for exercise in developing greenways
- To increase the areas and populations that have access to and the use of greenways
- To increase safety for people walking and cycling
- To improve opportunities for social inclusion and interaction
- To provide opportunities for the development of local economies

Other key considerations include the need to involve communities from the outset and in doing so encourage ownership.

Greenways are shared spaces and the ethos of sharing, respecting and enjoying has to be embedded in the users' behaviour from the outset.

The greenways are more than travelling routes, they are places people can meet, relax, play and enjoy nature.

The greenway should also be integrated with other modes of sustainable transport and the Greenisland Greenway has excellent potential in this regard.

Appropriately resourced maintenance and management regimes will be essential in delivering the vision, aim and objectives.

We have based our proposals for the Greenisland Greenway on achieving this Vision, Aim and Objectives.

### 3.0 EXECUTIVE SUMMARY

The Greenisland Greenway lies within two local authority areas. The lead partner is Mid and East Antrim Borough Council, supported by Antrim and Newtownabbey Borough Council. The Councils have worked together during this feasibility stage and will explore together taking forward the next stages to plan, deliver and maintain this very special Greenway.

Located as it is within an urban area surrounded by housing and linked to public transport, the Greenisland Greenway has the potential to deliver significant modal shift while at the same time providing a wonderful open space for local communities.

The route will provide direct links to public transport, to leisure facilities, schools, places of work and shops and will provide short, direct walking and cycling alternatives to longer local car journeys.

Bar one small area, the land involved is either former railway track currently owned by central government or in local authority ownership, enabling development to proceed as soon as funding is available.

Significant community support for the development of the former railway track as a Greenway has been identified through other local studies.

The location of access points to surrounding housing is recognised as a sensitive issue but with good community participation in the process set out in the community plan this issue can be addressed.

Pending the outcomes of discussions with statutory bodies and the local community both Councils, in principal, see this

development as having potential to create a new linear park providing seating areas, view points, play areas and outdoor gyms within a significant new parkland setting with high emphasis on biodiversity.

The linear park will offer the opportunity for communities to meet, events to be run and the chance for volunteering.

The Greenway completes a network of routes in the wider area and the potential development of new links to sites such as the Ulster University have been identified. It is envisaged that the main route will be lit, enabling much greater use during the winter months. This proposal will of course be part of the consultation process.

Translink have been consulted and they have indicated their support for the project, recognising the significant potential of linking public transport (in particular the train) to active travel at Greenisland and to a lesser extent at Mossley West stations.

In terms of the local economy, the Greenway will firstly make existing businesses in the Greenisland Monkstown area much more accessible to local people and help to increase footfall. In the longer term there will be opportunities for new businesses related to cycling to develop, e.g. bike hire, sales and repair and services such as coffee shops.

We are confident that the greenway will meet all of the objectives of the Department for Infrastructure competition to develop exemplar, high profile and inspirational greenway projects in Northern Ireland.

## **4.0 GREENISLAND GREENWAY CONCEPT DESIGN & COSTS**

### **4.1 CURRENT STATUS OF FORMER RAILWAY LINE**

The former railway line known as the 'Back Line' is currently in central government ownership. In order to progress the transfer/leasing of the lands, Translink's Executive Team and Northern Ireland Transport Holding Company Board would be required to submit a paper to the Department for Infrastructure to seek agreement to release the alignment.

Translink have indicated that they wish to collaborate in the delivery of this project.

With regard to the North/South link the majority of land involved is currently in Council ownership. The link to the Shore Road is being developed as part of the new housing and will ultimately be adopted by the DfI. A small section of privately owned land will be required to allow the construction of the bridge / underpass across the Belfast to Larne rail line.

### **4.2 MAPPING OF EXISTING CYCLING INFRASTRUCTURE**

Map 01 illustrates the relative position of the proposed greenway in relation to the wider strategic cycling routes in the South East Antrim Area.

Key existing connections include:

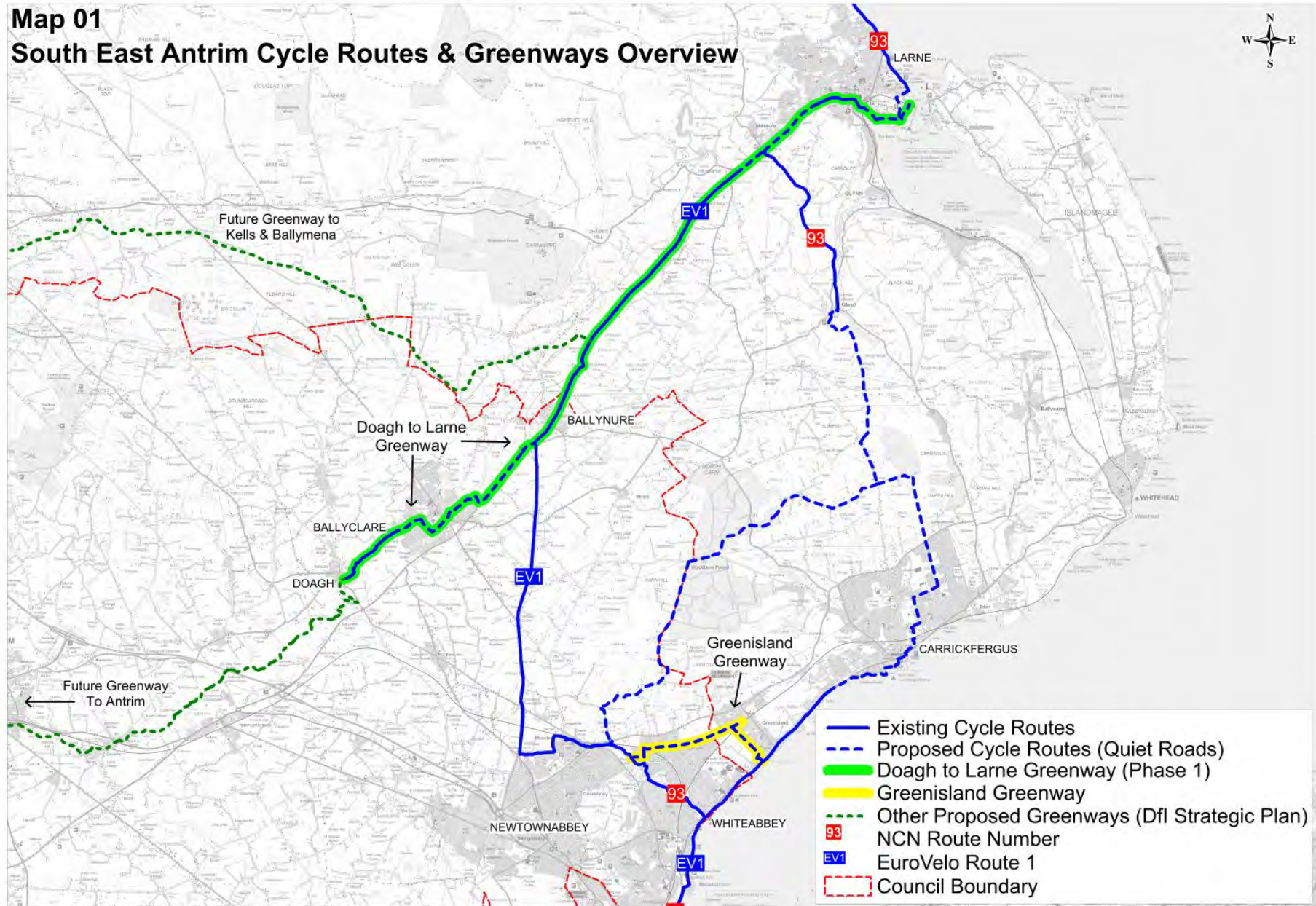
- (i) NCN 93 – National Cycle Network
- (ii) EVI – EuroVelo Route (Norway to Portugal)
- (iii) Shore Road (A2) Cycle Route to Carrickfergus

Key future connections include:

- (i) Quiet road linkage to Larne
- (ii) Greenway Doagh to Antrim
- (iii) Greenway Ballymena Kells – Larne
- (iv) Greenway Doagh - Larne



# Map 01 South East Antrim Cycle Routes & Greenways Overview



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#### 4.3 GREENISLAND GREENWAY CONCEPT – REFER TO MAP 02

The proposed greenway links Greenisland with Monkstown using the abandoned railway line. In addition, it is proposed to create a major link following a right of way running North South, linking the upper Greenisland Road with the Shore Road.

With linkages into the surrounding housing areas, the railway station and integration of the existing cycling network, this greenway creates an amazing opportunity to develop commuting and leisure cycling.

##### KEY FEATURES OF THE CONCEPT

- (i) Major traffic free greenway, existing and proposed between Greenisland Station and the Monkstown Road.
- (ii) Multiple links into adjacent housing areas including a ramped access into the Brambles estate.
- (iii) New safe, secure cycle parking at Greenisland Station.
- (iv) Ramped access onto Monkstown Road pedestrian / cycle bridge.
- (v) Bridge across the Belfast / Antrim line, linking Blackthorn Road to Jennings Park
- (vi) Link along / across Monkstown Road to join NCN 93 Newtownabbey Way (optional routes).
- (vii) Major new North South route linking the Greenway with the Shore Road cycleway. Includes a bridge / or underpass on the Belfast Larne line and

connections to housing and leisure facilities and the Ulster University Campus site.

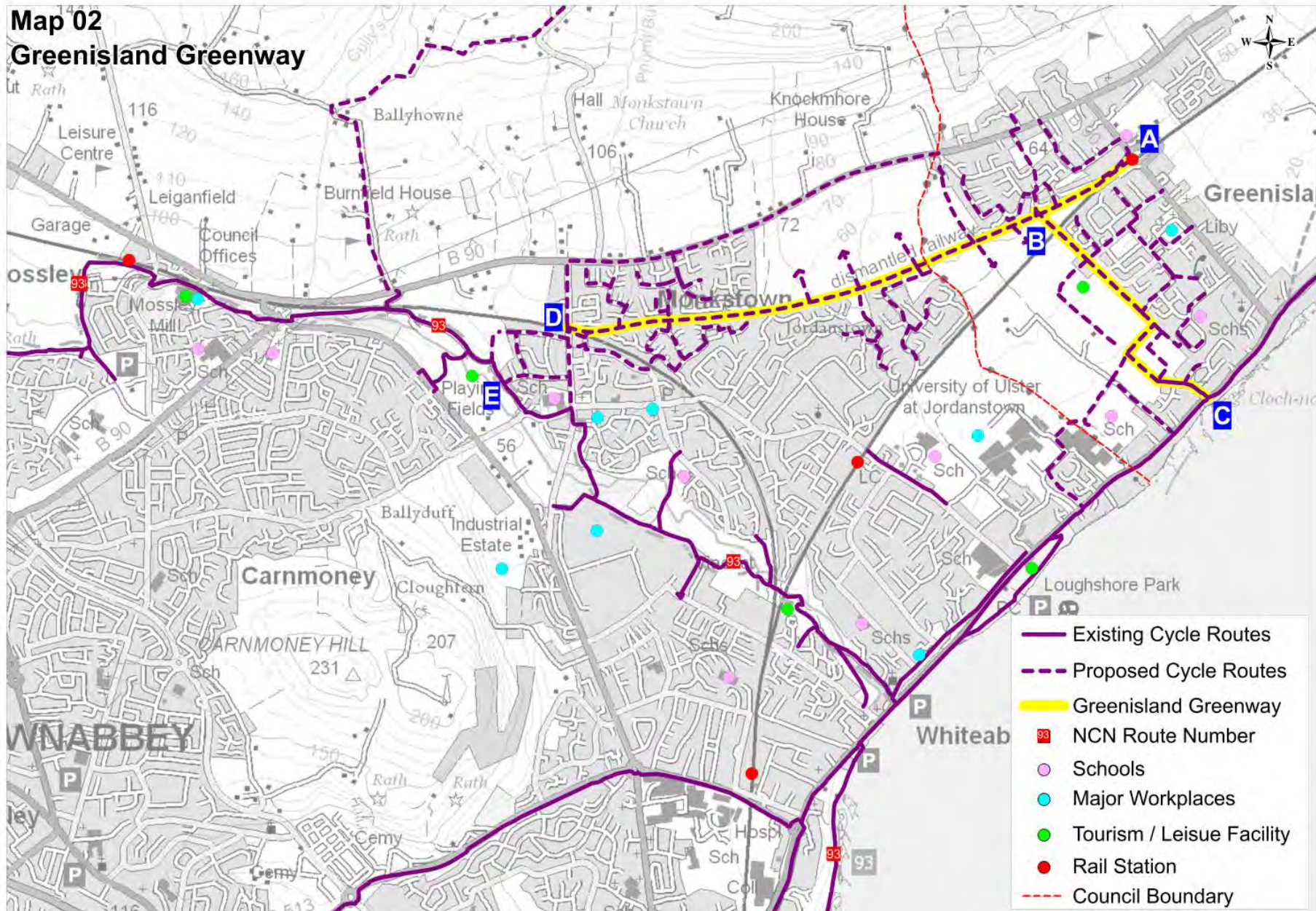
We have plotted schools, major workplaces, tourism and leisure facilities and rail stations in order to demonstrate key locations that the route and existing network lie close to.

However, the single most significant point about the proposed Greenway is its close proximity to housing areas (existing and proposed).

#### 4.4 DETAIL PROPOSALS AND OPTIONS (Maps 03 and 04)

Map 02 illustrated the wider local context of the proposal. In this section of the report Maps 03 and 04 illustrate the proposals in greater detail. Reference is also made to individual sections of the route e.g. A-B, B-C etc. Outline costs have also been provided.

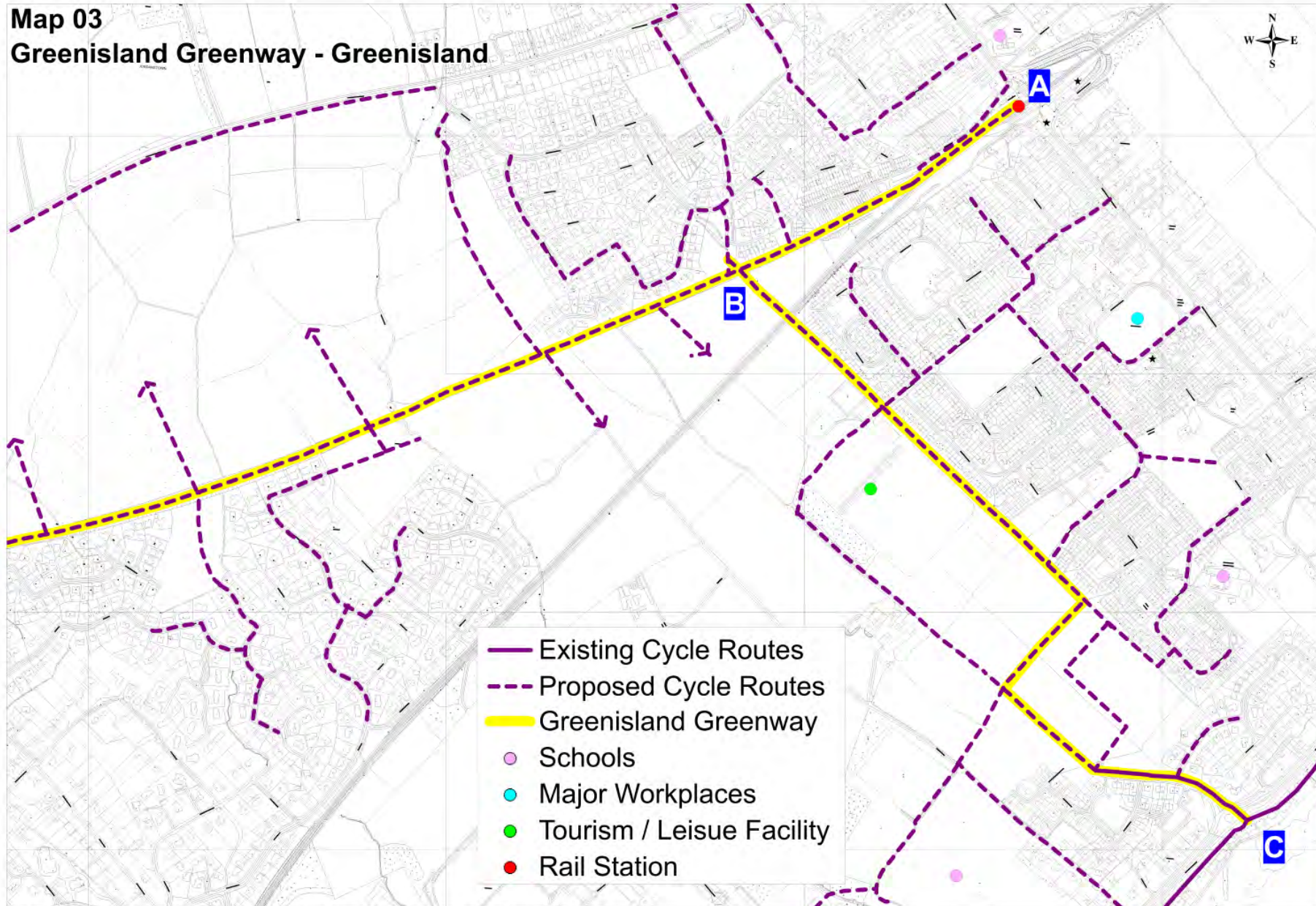
## Map 02 Greenisland Greenway



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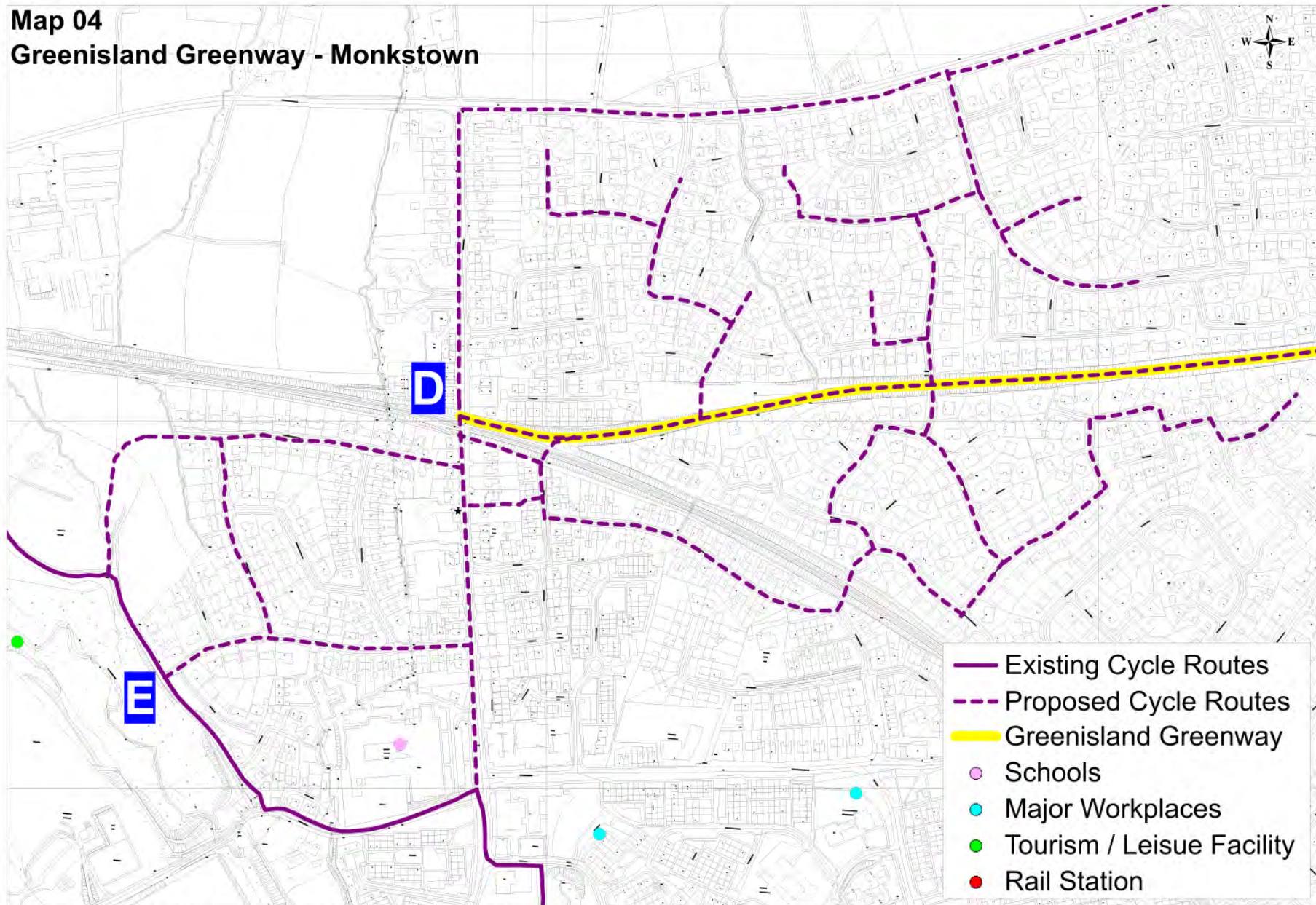
# Map 03 Greenisland Greenway - Greenisland



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## Map 04 Greenisland Greenway - Monkstown




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4.4 DETAIL PROPOSALS / OPTIONS


Refer to Maps 02, 03 & 04

Section	Proposal	Cost
A-B	<p>Greenisland Station to junction with North/South route.</p> <p>This section of greenway links from the northern platform to the major right of way at the start of the Greenway. In part it parallels the Belfast Larne rail line. The project includes cycle parking at the station greenway path and fencing and a potential park and ride site. A parallel route along the adjacent quiet road is also proposed.</p> <div></div>	<p>£100,000.00</p>



B-C	<p>This section of the route links the Greenisland Greenway with the Shore Road cycle track, the Belfast to Carrickfergus route. The section includes a new underpass or bridge across the Belfast Larne rail line. A traffic free path adjacent to the housing leading to the Shore Road. Other links include a direct link to the Ulster University Campus and future housing developments. Improved crossing at Shore Road end.</p> 	£450,000.00



Section	Proposal	Cost
B-D	<p>This is the main section of Greenway that follows the former railway line between Greenisland and Monkstown. The route is intact and a path will be constructed on the former railway bed. Linkages to surrounding existing and proposed housing will be included. A ramped path will link it to the crossing at Burnett Avenue.</p> <p>At D there are two main options under consideration:</p> <ul style="list-style-type: none"> <li>(i) A link bridge across the Belfast Antrim Railway connection into Lisbane Drive / or Monkstown Road Bridge</li> <li>(ii) Ramped access to the Monkstown Road Bridge on northern side of track</li> </ul> <p>A potential new bridge is suggested to cross the line between Blackthorn Road and Jennings Park. This will substantially improve access to the shopping area and schools at Monkstown by bike or on foot. (not part of this scheme).</p> <div data-bbox="448 743 1720 1062">  </div>	<p>£750,000.00</p>

D-E

This section involves the establishment of an on road cycle track from the Monkstown Railway Bridge to meet NCN 93. There are a series of options in relation to the connection through to the NCN 93 using quiet streets or the Monkstown Road. Detailed discussions with Transport NI required.



£75,000.00

#### 4.5 SUMMARY OF COSTS

- The cost set out are based on current rates obtained by Sustrans from UK wide projects
- They do not include VAT
- They do not include land acquisition or legal fees
- They do not include for the provision of sitting, play or picnic areas, trim trails, interpretation or public art.
- Maintenance / management costs are not included; however we have set out a typical revenue cost for Greenways

#### Typical Annual Revenue Costs

Cycle track / km £1,000

Greenway / km £7,500

The annual estimated revenue costs for the Greenisland Greenway are £38,500.

A-B	£100,000
B-C	£450,000
B-D	£750,000
D/E	£75,000
TOTAL	£1,375,000
20% Contingency	£275,000
Total	£1,650,000
Project Management & Professional Fees 10%	£165,000
GRAND TOTAL	£1,815,000

These costs set out are purely conceptual estimates prepared by Sustrans in advance of detail site survey, community consultation and design development.

#### 4.6 SUMMARY OF HOW THE PROPOSAL MEETS THE KEY OBJECTIVES

The proposals will significantly increase modal shift particularly and we estimate that the key targets will be met.

- By 2025:
  - 20% of all journeys less than one mile will be cycled
  - 10% of all journeys between one and two miles will be cycled
  - 5% of all journeys between two and five miles will be cycled
- The establishment of a continuous cycle and walking route linking NCN 93/EV1 with the Belfast – Carrickfergus route and with a well-developed network of linking paths will substantially increase the safety for people walking and cycling.
- The development of the main spine route and the linkages into surrounding housing areas will generate significant numbers of short local journeys.
- The proposed Greenway and network provides the opportunity to create meeting places and high quality public realm. This will include sitting, play and picnic areas, interpretive information and public art. An outside gym and a trim trail can also be provided.
- Map 01 illustrates how the Greenway forms a very important link in the wider greenway network, linking NCN 93 / EV1

with the Belfast to Carrickfergus route, but also creating the opportunity for further links to Ballymena and Antrim.

- The entire network when complete will enable people from a range of different communities to meet and engage with each other, helping to deliver social inclusion and interaction.

The proposals will enable residents along the cycle route corridor to improve their health and well-being by using the route in whole or in part.

The network will create the opportunity for existing or new business to provide a range of direct and indirect services: bike sales, hire and maintenance, food and beverages, accommodation.

Later in this report we demonstrate how communities will be engaged in this project.

#### 4.7 THE DELIVERY PLAN

We have based our timelines within the Delivery Plan on the assumption that funding for the Greenway will be confirmed in the autumn of 2017.

The land is all in public ownership except for a short link between the bridge and the East / West greenway. As it is a 5km long greenway, away from traffic, all the works will be completed by the end of 2019. Following consultation and appointment of the design consultants we will complete design by mid 2018. The ramp at Monkstown Road and the bridge over the live railway at Greenisland will be completed during 2019. We are working with housing developers at Point C to incorporate routes as they construct houses.

Section	Description	2018	2019
A-B	Greenisland Station to junction N/S route		
B-D	Greenway Greenisland to Monkstown Road		
D-E	Monkstown Road to Newtownabbey Way		
South of bridge to C			
Bridge link to B			

## 5.0 STRATEGIC VISION AND COMPATABILITY WITH THE OTHER STRATEGIC PLANS

### 5.1 HOW THE PROJECT FITS WITH EXERCISE, EXPLORE, ENJOY – A STRATEGIC PLAN FOR GREENWAYS

The Department for Infrastructure's Strategic Plan for Greenways. 'Exercise, Explore Enjoy' was published in November 2016 and sets the high level plan for the development of Greenways across Northern Ireland. The plan highlights how the development of Greenways can contribute significantly to a number of other Departmental strategies and policies such as the Public Health Agency's, 'Making Life Better 2012-2023' strategy which supports the contribution active travel makes to health and the, 'Outdoor Recreation Action Plan' published by Sport Northern Ireland and the, 'Strategy for Sport and Physical Recreation' produced by the Department for Communities.

To further highlight the role Greenways can play in contributing to the strategic objectives of a number of Departments, 'Exercise, Explore, Enjoy' also highlights the impact Greenways could make towards a number of Outcomes identified in the draft Programme for Government Framework 2016-2021.

#### **Developing the Network**

This study considers the opportunity to develop a Greenway from Monkstown to Greenisland. Due to the large residential nature of the area around the proposed Greenway, once developed it will contribute significantly to the Minister's aim of 'encouraging a substantial increase in the number of people walking and cycling'.

It deliver a strategic stretch of Greenway and with the land wholly in the ownership of Translink this section of Greenway could be achieved in the short term.

The Greenisland Greenway will support the Minister's vision of a 'connected and accessible regional Greenway Network' by linking and joining up with the existing NCN route 93 and Euro Velo Route 1. It will link to the route between Belfast and Carrickfergus, feeding significant numbers of people onto the development of any such route.

It will also create a useful section of local route linking areas of residential populations in Monkstown and Greenisland and importantly providing opportunity to develop local multi modal journeys as this section of greenway links directly to existing rail stations at Mossley West and Greenisland. This will encourage daily active travel for local journeys bringing the many additional benefits to the local town and population in terms of health and social interaction active travel offers.

### 5.2 HOW THE PROJECT FITS WITH CHANGING GEAR, A BICYCLE STRATEGY FOR NORTHERN IRELAND

In August 2015 the Department for Infrastructure published the Bicycle Strategy for Northern Ireland, 'Changing Gear'. This document sets out how the Department has a vision for the progressive development of a bicycle network in Northern Ireland so that people travel by bike as an everyday activity.

The main objectives of the bicycle strategy include:

- Making urban areas in Northern Ireland more accessible for people using a bicycle



- Improving opportunities for social interaction
- Improvements in public health
- Increasing safety for people using a bicycle.

The document highlights that the development of a bicycle network will contribute to achieving modal shift, creating and supporting opportunities for people to travel actively for everyday journeys, improving access to education, employment and social opportunities. Greenway development is an important part of achieving this.

### **Monkstown to Greenisland Greenway – connecting urban areas**

There is substantial opportunity to achieve modal shift through the development of this Greenway. The proposed Monkstown to Greenisland Greenway has the potential to impact on a very large residential catchment area. Housing areas adjacent to the line of the disused railway are dense and within the communities of Monkstown and Greenisland there are schools, community centres, workplaces and local shopping areas. The route also directly connects the train stations of Mossley West and Greenisland.

This stretch of Greenway follows a linear route along the line of the abandoned section of railway. Links from it into these areas of population, schools, shops and workplaces will encourage active travel for daily journeys. If considered and developed in a meaningful way these links will enable people to make local journeys by bike. The development of the linear stretch of Greenway along the old railway can also provide the start point for further development of local cycle routes considering locally relevant destinations. Such developments will support people to make local journeys by bike, creating opportunities for people to become more active, increasing social interaction amongst local communities and contributing to overall improvement in public

health. By definition sections of Greenway routes will be traffic free and therefore offer a safe opportunity for people to travel by bike.

### **Monkstown to Greenisland Greenway – leisure and recreation**

Whilst the development of this Greenway will support active, local journeys this stretch of Greenway will play an important role in encouraging and supporting cycling for leisure and recreation. The development of this stretch of Greenway as outlined in this report, will have gentle gradients and therefore encourage people with a range of abilities to cycle, perhaps locally at first but with opportunity to cycle to neighbouring communities via a safe traffic free route. For people living in any of the community areas close to the Greenway such as Monkstown and Greenisland they will have the opportunity to travel actively to and from these areas and link to the wider cycle network such as NCN route 93, the Newtownabbey Way.

## **5.3 HOW THE PROJECT FITS IN WITH THE NATIONAL CYCLE NETWORK (NCN) AND EUROVELO ROUTE 1**

The development of the Greenisland Greenway complements existing cycle routes at National level and has the potential to link to routes being planned and developed by other Local Authorities.

## National Cycle Network



The National Cycle Network (NCN) in Northern Ireland offers over 1000 kilometres of signed cycle routes. It is made up of both quiet roads and sections of traffic free routes. Sections of the NCN which pass through towns and villages offer both the opportunity for local people to use it for every day journeys whilst at the same time providing tourists and visitors an opportunity to explore areas by bike. The NCN routes are signed using a numbering system and are accompanied by a website and promotional maps and leaflets to support people in planning journeys and trips by bike.

## EuroVelo Route 1



EuroVelo route 1 is one of a suite of cycle routes through a number of European countries. EuroVelo Route 1 links Norway to Portugal passing through Northern Ireland and the Republic of Ireland, (Larne to Belfast, Craigavon, Omagh, Derry/Londonderry). Primarily a touring route EuroVelo Route 1 should bring more cyclists to the area and the subsequent benefits that brings.

The development of the Greenisland Greenway provides opportunity to offer further local linkages of interest for both the EuroVelo Route 1 cycle route and the National Cycle Network in the area.

For touring cyclists whether following EuroVelo Route 1 or the National Cycle Network the Greenisland Greenway will offer an opportunity to take a brief diversion and enjoy a local section of route to add interest to their journey and at the same time bring more cyclists to the local areas.

#### 5.4 HOW DOES THE PROJECT FIT IN WITH THE COUNCILS' STRATEGIC VISION FOR ACTIVE TRAVEL

##### **Mid And East Antrim Borough Council's strategic vision for active travel**

Mid and East Antrim Borough Council is committed to promoting and supporting active travel within its borough. Active travel not only promotes good health and wellbeing, it also reduces dependence on the car, particularly for shorter journeys and supports efforts to improve air quality in the borough. By supporting active travel Mid and East Antrim Borough Council will encourage residents to get out and enjoy their local environment and enhance community cohesion and a sense of belonging within an area. Our commitment to active travel and its many benefits can be seen in our draft Community Plan.

The draft Community Plan is currently out for public consultation. Once agreed, the Community Plan will provide strategic direction for Mid and East Antrim Borough Council up to 2032. There are 5 themes and 19 objectives contained within the draft Community Plan. The 5 themes are;

- Our Environment
- Good Health and Wellbeing
- Community Safety and Cohesion
- Progress in Education
- Sustainable jobs and Tourism

Active travel has a role to play in each and every one of these themes.

Under the 'Environment' theme Mid and East Antrim Borough Council is committed to 'work together to ensure better provision for bicycles' and will do so by working with Sustrans to develop a Cycling Strategy for Mid and East Antrim. We are also committed to creating 'safe walking routes to schools and colleges' and 'connecting existing walking and cycling routes to encourage less dependency on cars'. It is our intention that upon delivery of the Community Plan 'all citizens of the Borough will have access to good quality green space within walking distance' and 'our environment is protected and enhanced by partners working in association with local communities'.

## 5.5 HOW DOES THE PROJECT FIT IN WITH THE EXECUTIVE'S PRIORITIES TO ENCOURAGE MORE ACTIVE LIFESTYLES THROUGH MAKING LIFE BETTER

'Making Life Better', a ten year whole system strategic framework for public health was published by the Northern Ireland Executive in 2014. 'Making Life Better' sets out the commitment of the Executive to improving health and wellbeing and reducing health inequalities by considering and positively impacting on the wider social, economic and environmental determinants of health.

The document highlights that achieving an improvement in health and well-being of a population is dependent on many influencing factors such as social, physical, economic and environmental and that therefore the policies and actions of all Government Departments have a role to play in supporting and creating opportunities that can lead to improved health of a population.

The Chief Medical Officer has set out clear guidelines for physical activity levels which adults should achieve and we know increasing physical activity makes a positive impact towards improving health and well-being. Physical activity can help prevent the occurrence of many chronic diseases, such as heart disease, some cancers and diabetes. Adults that meet the recommended physical activity levels (150mins moderate to vigorous activity per week) can decrease their chances of heart disease by up to 50%. However only one-third of adults in NI meet this target.

There is a need to increase activity levels among the NI population, encourage active behaviours in children and to reduce stress levels in adults.

The creation of the Greenisland Greenway clearly contributes to the aims of Making Life Better. Greenways address the barriers people have to cycling; such as perceptions of safety, limited infrastructure for cyclists and low confidence. They facilitate casual social interaction and exercise thereby contributing to the health and wellbeing of users as well as generating significant overall health savings.

Developing Greenways allows for diverse sections of the population to get active. For example, the National Cycle Network (NCN) in the UK connects to every major town and city and stretches 14,000 miles across the UK. It is used by cyclists, walkers, joggers, wheel chair users and horses as well. It is of interest to note the type of users of the NCN, 46% of users are walkers, of cyclists 53% are local leisure users with 33% commuting cyclists highlighting how opportunity for physical activity is easily accessible to a range of the population. In 2013 75% of National Cycle Network users reported that the Network increased their levels of physical activity.

Specifically within the 'Making Life Better' document there are a number of themes which the development of Greenways can positively contribute to. Theme 4 'Creating the Conditions', sets out how we should make the most of our physical environment to, 'enhance the capacity of our physical infrastructure to protect, support and provide access to healthy and active living and well-being'. The document outlines how providing increased opportunities for sustainable transport options such as walking and cycling will contribute to achieving this outcome. The

development of the Greenway will offer new opportunities for the communities along the route to access safe walking and cycling routes in their town. Using the greenway sections within the urban areas for local journeys will allow people to build physical activity into daily routines – the most effective way of achieving recommended physical activity levels and achieving the associated benefits this brings.

Under Theme 6 ‘Developing Collaboration’ Making Life Better sets out a need for cross departmental working to ensure the best outcomes for health and well-being. One of the actions under this theme is ‘Move and meet’ highlighting that through Active Travel and the enabling of journeys to be made by walking and cycling there is opportunity to support more equal opportunities to improve health and wellbeing. Providing more cycle friendly environments can make a significant difference to people’s levels of physical activity. The development of the Greenways are ideal infrastructure to help people begin to walk and cycle more due to their generally gentle gradients and traffic free nature. Ensuring connectedness will allow people to use the Greenway routes as a means for travelling to destinations increasing physical activity and opening up opportunities for social interaction within the local community. Greenways are great for general leisure and recreation activities which also present opportunities for meeting new people within the local communities.

## **6.0 PROPOSED PROJECT OUTCOMES IN TERMS OF MODAL SHIFT AND UTILISATION**

### **6.1 HOW THE PROJECT PROVIDES AN EFFECTIVE EVERYDAY TRAVEL OPTION**

The development of the Greenisland Greenway will offer many people a new and effective opportunity to travel actively for daily journeys by connecting large areas of population with facilities such as schools, shops, workplaces, community centres and linking to two main train stations at Greenisland and Mossley West.

Well connected, high quality Greenways provide reliable, efficient and healthy everyday travel options. If you create a space that people want to walk and cycle through they will choose to leave their cars behind. Creating a coherent network of cycle routes will give people choice for those two thirds of journeys that are less than five miles and therefore enable people to get about by foot and bike.

The National Cycle Network is a great example of how cycle routes can offer effective everyday travel options. In 2013 Sustrans reported that over a quarter of journeys made on the National Cycle Network were journeys to work. Separately 90% of all route users indicated that they find their route convenient an important factor in people switching from making journeys by car to one by bike. Nearly 40% of people using the National Cycle Network strongly agree that they feel less stressed as a result of walking and cycling.

### **6.2 HOW THE PROJECT WILL INCREASE EVERYDAY CYCLING IN THE AREA IN LINE WITH THE BICYCLE STRATEGY**

The proposed Greenway follows the route of an old railway which in itself directly links Monkstown and Greenisland. Making the Greenway as relevant as possible in terms of local journeys will increase the likelihood that everyday cycling will increase. The Greenway directly connects two rail stations one and also links with the existing Newtownabbey Way presenting various opportunities for people to make journeys actively. Other existing local cycle routes will also broaden the reach of the Greenway to those living in surrounding areas.

The Bicycle Strategy emphasizes the need to ‘support people to choose to travel by bicycle’. The document sets out that it is important for people to ‘feel safe and comfortable using the bicycle for everyday journeys’ and that in order to achieve this a number of practical measures need to happen. These include, the provision of high quality infrastructure, a legible network with uniform signage and design.

The traffic free nature of this route combined with its accessibility make it a really useful option for encouraging active travel. The introduction of meaningful signage, promotion and information about the Greenisland Greenway will increase awareness about the route and help people to choose it for daily journeys.

We estimate usage to be 100,000 uses per annum in the first 5 years, possibly rising to over 200,000 uses in the longer term.



### 6.3 HOW THE PROJECT WILL ASSIST THE ECONOMIC REGENERATION OF THE AREA

In March 2015 a Development Framework was agreed for the settlement of Greenisland. The Framework is a non-statutory masterplan which will provide an outline for the promotion, implementation and timing of regeneration, physical, social, economic and community development issues within the area over the next 10-15 years.

The Belfast Metropolitan Area Plan 2015 defines Greenisland as: 'A popular residential location due to its attractive setting on the Lough Shore and its proximity to Belfast. It is a dormitory commuter settlement for Belfast, with a focus of local retail activity in the small shopping parade at Glassillan Court complemented by a number of local shops dispersed throughout the settlement.'

Greenisland lacks a clearly defined commercial core, with retail being dispersed in small pockets throughout the town. It does not compete with neighbouring towns in attracting mainstream retail outlets. Research conducted as part of the Greenisland Development Framework indicates that the Net Annual Values of retail units in Greenisland is low, suggesting that rental values are low and that development would require subsidy. It has been suggested that coffee shop / restaurant provision would be possible.

The Development Framework for Greenisland produced a concept for the settlement 'From the Lough to the Knockagh'. This denotes the process of drawing people from the Lough into Greenisland and providing the residents of Greenisland the

opportunity to better connect and interact through a network of open spaces, recreational areas, pathways and bridges.

A vision was developed for Greenisland through a series of public consultation exercises.

'By 2030 Greenisland will have become a fully integrated community which has retained its own sense of character and identity. There will be a strong community network of activities and services that are based around the new civic, commercial and community hub. This hub will be supported by improved walking, cycling and vehicular connections throughout Greenisland and its neighbouring settlements. Greenisland will have taken advantage of its surrounding natural assets to attract more visitors through the implementation of a first class network of parks, recreation, sporting and well-being facilities'.

#### **The Integrated Economic Development Strategy and Action Plan for Mid and East Antrim**

In July 2016 a strategic framework for Economic Development was agreed for Mid and East Antrim. The vision is as follows;

By 2030, we want Mid and East Antrim to be, amongst other things:

- A proud, vibrant and ambitious place, which collaborates with other centres, encourages business and its investment, and is recognised for people wanting to live and work here.

The development of both the Greenisland to Monkstown and Doagh to Larne Greenways represents a fantastic opportunity to

help make Mid and East Antrim a place where people would like to come to live and work in, by providing the right environment for health and wellbeing and through active travel provision.

#### 6.4 HOW THE PROJECT PROVIDES ADDITIONAL OPPORTUNITIES FOR RECREATIONAL / LEISURE USE

The Parks and Open Spaces Department within Mid and East Antrim Borough Council is responsible for outdoor recreation including walking and cycling. Later this year the Council will be opening up a consultation exercise around a draft Cycling Strategy for Mid and East Antrim as it is recognised that it a popular pastime for both residents and visitors alike.

The Council is committed to creating more opportunities for its residents to participate in outdoor recreation and one of the best ways to engage less active groups is through walking. The Council regularly delivers walking programmes throughout the borough for people of all ages and also delivers specific programmes for new Mums entitled buggy workouts.

The development of new greenways throughout our borough opens up greater opportunities to deliver such programmes, especially as our more vulnerable groups are perhaps less inclined to engage in formal exercise activities, e.g. women, over 50s and the disabled, who are specifically targeted for funding through SportNI's Everybody Active 2020 Outdoor Recreation grants due to them being under-represented groups.

Parkruns have proven popular in Northern Ireland. Creating traffic free short loops and sections would facilitate the possibility of parkruns. This would be a free weekly event that brings dozens of

people of all ages and backgrounds out to run 5k. It can also create demand for couch to 5k programmes that get people more active. Additional benefits of these schemes is that they familiarise people with their surrounding area and encourage them to be more active at other times. Most greenway journeys are for leisure, often as high as 90%. Factors that influence usage are safety, convenience, scenery and that the journey is free. This project can provide traffic free sections between areas of interest that will appeal to people to take leisure journeys.

People in the east of Northern Ireland walk the least in Northern Ireland with only 2% of all journeys by foot. With most car journeys under 5 miles, and a large proportion under 2 miles having a safe appealing and accessible alternative will encourage people to switch to walking and cycling use, especially where the alternative may lead to congestion and / or parking issues.

There are also opportunities for active tourism, with people cycling to the Newtownabbey Way from Belfast and beyond and along the Causeway Coastal route. Incremental greenway and traffic free sections will appeal to more beginner, family and recreational users, especially domestic day trippers, who make up the majority of visitors in Northern Ireland and may be more likely to spend time exploring the local area.

Greenways are not only good for exercise, they also provide a useful space for the delivery of events and programmes. Each year the Council delivers a comprehensive list of events, not least through its Parks and Open Spaces section. Open space such as greenways can be used for conservation and biodiversity projects, e.g. birdwatching and education visits for local residents, visitors and nearby schools and educational institutions.

## 7.0 PROJECT DESIGN STANDARDS, QUALITY AND PLACE MAKING

### 7.1 PROPOSED DESIGN STANDARDS

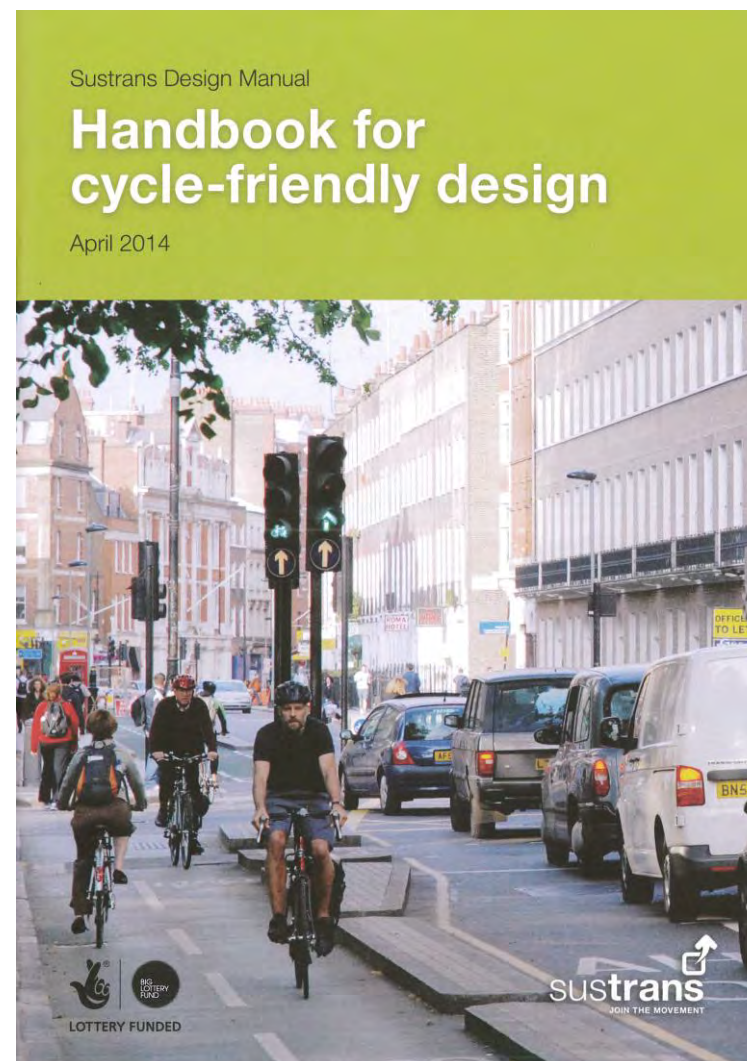
The following documents are recommended as design and quality Greenway guidance for this project.

- Handbook for cycle-friendly design - Sustrans Design Manual 2014
- Greenway Management Handbook  
Sustrans Design Manual June 2016

As the proposals also include urban routes and cycle tracks reference should also be made to Transport for London - London Cycling Design Standards adopted by the DfI in 2015.

In addition greenways such as this offer the opportunity to provide community spaces along them and for innovative public realm design solutions, particularly in urban areas. We would envisage the inclusion of some or all of the following:

- Outdoor gym equipment
- Sitting areas / viewpoints
- Picnic sites
- Interpretive information
- Nature conservation / biodiversity areas
- Public art
- Event space



Sustrans Design Manual

# Greenway management handbook

June 2016



ef Esmée Fairbairn FOUNDATION

Scottish Natural Heritage  
Dualchas Nàdair na h-Alba  
All of the natural heritage of Scotland  
Nàdar na h-Alba na h-Alba

sustrans  
SUSTAINABLE TRANSPORT

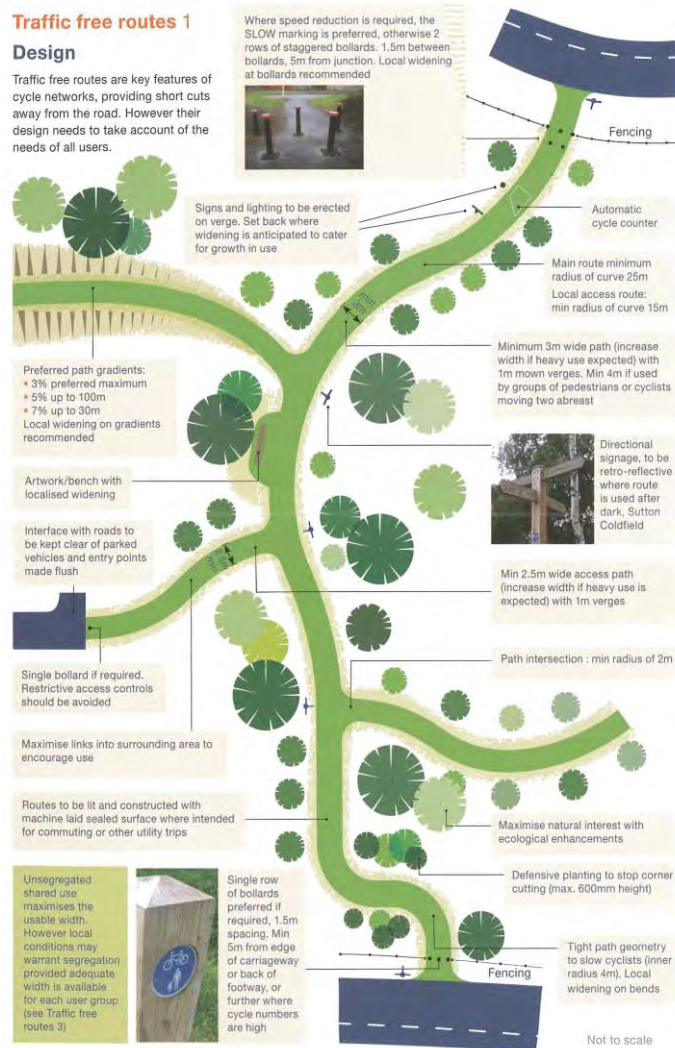




## Traffic free routes 1

### Design

Traffic free routes are key features of cycle networks, providing short cuts away from the road. However their design needs to take account of the needs of all users.



22 April 2014

## Traffic free routes 2

### Path construction

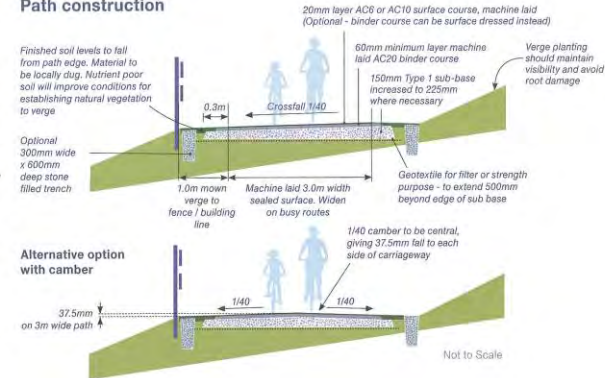


Table H.8 Path construction requirements, unsegregated shared use

Nature of route	Min. effective path width (see Note 1)	Type of surface
<b>Urban traffic free</b>	3.0m on all main cycle routes, secondary cycle routes, major access paths and school links; wider on curves and steep gradients. Where high usage is expected, or significant demand to ride two abreast, a width of 4m is preferred and segregation between cyclists and pedestrians considered. 2.5m possible on access routes and links with low use.	Sealed surface imperative Surface dressed top to bitumen base course may be appropriate
<b>Urban fringe / semi rural traffic free</b>	3.0m on all main cycle routes, major access paths and school links 2.5m possible on lesser secondary cycle routes and access links	Sealed surface imperative Surface dressed top to bitumen base course may be appropriate
<b>Rural traffic free</b>	2.5m on all main routes, major access paths and school links 2.0m possible on lesser routes and links	Sealed surface required on any route within 5km of urban area or 2km of village environment. Sealed surface required on routes linking villages where school traffic or other utility trips will benefit. Surface dressed top to bitumen base course may be appropriate. Use of unsealed surface requires a rigid maintenance plan. Use of unsealed surface not recommended on paths: • with gradient steeper than 1 in 20 • shared with equestrians • where significant run off expected

1. Refer to Table H.2 for additional width required for various edge constraints

2. Minimum acceptable verge width is 0.5m, 1.0m preferred

3. Greater width required where route is used by horses

4. For widths on segregated routes see Table H.9

April 2014 23

Design solution for conversion of hard shoulder to safe cycle track

## 7.2 INNOVATION MEASURES IN DESIGN AND DELIVERY AN EXEMPLAR PROJECT

What sets the Greenisland Greenway apart from others is its location in a suburban setting surrounded by housing and with direct links to public transport. It also is a missing piece that will complete a major network of local cycling and walking routes.

The land is within the ownership of Central and Local Government. There is extensive local support for the project and it has significant potential to deliver high levels of modal shift while providing a major leisure green space facility.

In design terms it offers the opportunity to create not just a Greenway path but significant supporting facilities such as sitting and play area viewpoints.

The opportunity to engage local people in volunteering is high.

In technical terms there are two major engineering challenges: ramped access from the Greenway to the Monkstown Road and an underpass / bridge on the Belfast to Larne line.

We envisage the route being lit and the opportunity to do this in the most sustainable way will be considered. Various sources of energy will be examined.

## 7.3 PROJECT DELIVERY – RISKS AND RISK ASSESSMENT

We consider the following to be the major risks to this project:

- Failure to transfer land ownership from Central to Local Government
- Community opposition to the project
- High cost of engineering solutions to access issues
- Failure to get agreement to all the access points identified
- Unforeseen ground conditions / contamination
- Nature conservation / protected species

The following mitigation measures are proposed:

- Immediate negotiations between Translink and Department for Infrastructure and the two Councils to resolve any legal / financial implications.
- Undertake detail Community Engagement plan as set out in Section 8.0 of this report. Building on consultation already undertaken as part of wider area studies. Recognise sensitivities in certain housing areas and build positive relationships with key groups and individuals. Encourage participation in process and not just consultation.
- Develop design solutions / options for the two key locations at Monkstown Road and Belfast / Larne rail line underpass and assess technical and cost solutions.
- Early discussion with communities and housing developers to secure access points from the housing area (existing and proposed).



- Undertake initial site survey of ground conditions and desk review of potential contamination site followed by detail survey if required.
- Undertake an initial environmental assessment of the route and environs in order to identify any protected species such as bats, for example.
- Undertake our environment assessment of the route in order to identify any protected species such as bats.

## TECHNICAL

The pre-existing railway line clearly delineates the primary proposed route. There is also an observable perpendicular path from the railway line to the lough shore that can provide a secondary access to two local schools. At either end of the primary route there will be connections to the train station and the existing Newtownabbey Way greenway. The train station was identified as a project under the Greenisland Development Framework. Residential areas that border the proposed routes are often fragmented into cul-de-sacs. To ensure accessibility to local communities, access paths may need to go through and/or close to private residential property.

### Mitigation

- Undertake detailed investigation and structural assessment of possible routes
- Consider marking/signposting different ways depending on land ownership
- Liaise with Translink and local community representatives at an early stage

- Address environmental compliance and/or considerations at an early stage
- Ensure tender and contractual process is robust enough to minimise known risks

## FINANCIAL

Delivering this project will require capital and revenue funding that has not been secured to date. Brexit uncertainty and potential project timelines reduces the possibility of European Union Funding. Many funders also require projects to be 'shovel ready' with all land ownership and permissions in place before applying. Some funds, especially philanthropic, will not support projects that they consider the responsibility of a statutory agency (e.g. Council).

### Mitigation

- Meet with potential funders to discuss upcoming funds and their potential suitability

## **8.0 PARTNERSHIP WORKING (INCLUDING COMMUNITY INVOLVEMENT AND DELIVERABILITY)**

### **COMMUNITY CONSULTATION PLAN GREENISLAND GREENWAY**

#### **8.1 CONTEXT**

A linear project such as the proposed Greenisland Greenway will potentially both benefit and also impact upon a wide range of individuals and organisations. Landowners, community groups and voluntary organisations will all have a say in its development.

Our proposed holistic, people-centred approach to engagement and project development will contribute greatly to its success, helping to retain a distinctive local character and ownership which will lead to enhanced use.

#### **8.2 PARTNERSHIP WORKING**

As already set out, this project covers two local authority areas. It will be led by Mid and East Antrim Borough Council and supported by Antrim and Newtownabbey Borough Council. The Councils will work in partnership to explore how to plan, develop and ultimately manage the Greenway.

The project would also involve working in partnership with Transport NI, Translink and the Northern Ireland Housing Executive.

A project delivery group will be set up including these organisations, along with the key community groups that have a direct interest in the project.

#### **8.3 KEY PRINCIPLES INCORPORATED IN THE DEVELOPMENT OF THIS COMMUNITY ENGAGEMENT PLAN**

The principles that we propose for this particular plan are based on our existing knowledge of the project and over 20 years' experience in engaging with communities and all interested parties in the planning, delivery and management of Greenways.

The plan is based on the following key principles:

- A clear understanding of the proposed route and options and any key technical issues that have been identified at this stage.
- Encouraging long-term local ownership of the project, through a listening approach to consultation
- An understanding of the range and scale of the potential benefits of the scheme, both direct and indirect. Such benefits include economic (new business opportunities/ tourism), environmental (reduction in car usage / less congestion / improved air quality), health (more active people).
- A clear understanding of the client's approach / option in relation to land access / acquisition.
- The plan will take into account any consultation discussion that may have already taken place, including an understanding of any established issues or positions
- The plan will identify a comprehensive list of all key individuals, groups and organisations with both a direct and indirect interest in the route (agreed with the client)

- The plan will set out a programme (timetable) of engagements that will ensure information is both shared and gained in a logical and inclusive way (timetable and sequence agreed with client in advance).
- The plan will include specific proposals for the format of each engagement time frame and how information will be both presented, recorded and used
- The plan will also include a recommendation as to leadership of the process
- The plan will include a recommendation for the formation of a steering group

#### 8.4 SUMMARY OF RELEVANT CONSULTATION THAT HAS ALREADY TAKEN PLACE

##### (I) COMMUNITY CONSULTATIONS

The Greenisland to Monkstown Greenway proposal was a key aspect of the **Greenisland Development Framework** which was produced by URS on behalf of Carrickfergus Borough Council in March 2015. Results from the public engagement exercise showed that of all the proposals within the development framework, **the most 'liked' was the Greenisland to Monkstown Greenway proposal (83%)** which came top along with the train station improvements.

Consultation was the cornerstone of the development of the framework document. A stakeholder engagement strategy was prepared to manage and record the consultation process which included;

- Site walkabout – June 2014
- Project steering group meetings (4 in total)

- Client meetings (5 in total)
- Individual meetings with key stakeholders (40 in total)
- Householder telephone surveys (sample of 200)
- Opinion surveys through 5 local churches (36 written responses)
- Workshops with local organisations, e.g. sports, community groups (3 in total)
- Open house launch event (50 attendees)
- 12 week public consultation process (46 written responses)

**The Greater Monkstown Placeshaping Pilot** was commissioned by Antrim and Newtownabbey Borough Council and The Housing Executive in April 2016. It sought to examine how the assets of these two organisations can be developed and maximised in the future as part of a place shaping/ community planning process.

This Place Shaping/Community partnership based within a local community represents the fresh, people focussed approach to planning being taken by Antrim and Newtownabbey Borough Council as it prepares both the Community Plan and a Development Plan for the area.

To quote from the report, “it will be important for Greater Monkstown to continue improving connections between its neighbourhoods and with surrounding areas, with an emphasis on walking, cycling and other forms of sustainable travel.”

“Significant potential exists to help local people access this extensive natural resource more effectively. Opportunity

also exist to open up new routes and spaces, such as the abandoned railway line.”

(II) OTHER ORGANISATIONS THAT HAVE ALREADY BEEN CONSULTED ABOUT THE GREENWAY

Sustrans has met Translink in February 2017 about the proposal. They wish to collaborate in the delivery of the project and in particular are keen to maximize trips to train stations made by greenway users. They will work to develop improved links to Greenisland Station and Mossley West. Carparking is limited at Greenisland so the greenway provides excellent catchment for walkers and cyclists.

Translink or the NI Transport Holding Company of course own the land of the proposed greenway.

## 8.5 KEY INDIVIDUALS, GROUPS AND ORGANISATIONS TO BE CONSULTED

(i) PUBLIC & PRIVATE LANDOWNERS (INDIVIDUAL)

- Mid and East Antrim Borough Council elected representatives
- Antrim and Newtownabbey Borough Council elected representatives
- Translink
- Transport NI

(ii) STATUTORY ORGANISATIONS

- NIHE
- Education Authority
- NIEA
- PSNI
- Department for Communities

(iii) COMMUNITY AND VOLUNTARY ORGANISATIONS

- Monkstown Village Centre
- Monkstown Community Forum
- Monkstown Community Association
- Abbey Community College
- Hollybank Primary School
- Churches (6)
- Greenisland Regeneration Group c/o Cllr Andrew Wilson
- Greenisland Youth Centre
- Greenisland Primary School
- Silverstream Primary and Nursery
- Rocking Horse Nursery
- Alphabet Nursery and Old School Surgery
- Greenisland Environment and Heritage Group
- Greenisland Community Council
- Greenisland Community Association
- Greenisland Community Centre
- Greenisland Working Men’s Club
- Disability Sport
- Disability Action

(iv) OTHER ORGANISATIONS

- Ulster University
- Sustrans
- Outdoor NI
- Cycling UK
- Woodland Trust
- CVNI
- Ulster Federation of Ramblers
- Disability Action

(v) GENERAL PUBLIC

We would hold public meetings in Monkstown, Jordanstown and Greenisland to consult with users.

## 8.6 PROPOSED APPROACH AND PROGRAMME FOR THE COMMUNITY ENGAGEMENT

Mid and East Antrim Borough Council, and/or a third party acting on our behalf, will arrange meetings with the Statutory Agencies, Land Owners, Voluntary/Community Groups and Developers and meetings with the general public to ensure we listen to the views of others and ensure maximum participation in the process.

The statutory agencies will comprise one to one meetings. An initial meeting with Translink would be important, given they own the majority of the land for the greenway. We would then meet Transport NI and the Cycling Unit as owners of the road network. The meetings would be facilitated and minutes produced for and by Council.

With private landowners and housing developers we would again have one to one meetings. We would outline the project, listen to their thoughts and discuss options for route alignment and consider arrangements for purchase or leasing of land. There would be more than one meeting with a landowner. At the end of the meeting we would agree a record of the issues discussed and next steps with the landowners /housing developers. Notes of the meeting will be shared.

We will log all meetings and this schedule can be shared with DFI as evidence of progress.

Regarding the general public or voluntary/community sector (who do not own land or who are not contributing to funding) we will hold a series of group meetings. These will be on the concept of the greenway, ideas for links etc. At these meetings we would give examples of previous greenway development including projects such as the Caledonian Way in the west of Scotland. Along with Antrim and Newtownabbey Council we would arrange for engagement on the Newtownabbey Way with walkers, cyclists and a range of all user types. This would ensure that users' experience of greenways are incorporated into the design for the Greenisland Greenway. Names and contacts of those who attend meetings or who we talk to on the paths will be recorded and we will ask for contacts so we can keep these users informed of progress through blogs and newsletters.

As this greenway will be delivered in phases we will have regular public meetings along different sections of the proposed route to keep the public informed. All public meetings will be publicised through our community networks, facebook and twitter with sites such as Outdoor NI, Sustrans, DFI and NI Greenways, on Council

webs sites and with small flyers posted on the existing greenways and local community buildings in Greenisland, Monkstown and Jordanstown advertising events.

(i) INITIAL AWARENESS OR PROJECT (GENERAL DESCRIPTION OF PROJECT OBJECTIVES)

- Presentation to Council
- Articles in local press
- Council and community magazine articles
- Council website and social media platforms

(ii) INITIAL CONTACT

Priority should be given to initial liaison with all landowners, this will likely be limited to Translink and DFI Transport NI for links to the road network. One to one meetings will be arranged.

(iii) STATUTORY AGENCIES

Contact with statutory agencies may involve the following:

- Written request for information and advisory notice about the project
- One to one meetings
- Group meetings

(iv) VOLUNTARY SECTOR

One to one meetings with organisations with specific interests, not necessarily part of the project.

(v) WIDER INTEREST GROUPS / GENERAL PUBLIC

Open public meeting with wider interest groups such as the business community and individual members of the public in a series exhibition open to the public.

(vi) PROPOSED PROGRAMME

(vii) Activity	1	2	3	4	5	6	7	8	9	10	11	12	13
Council presentation													
Landowners – TNI and Translink													
Statutory bodies													
Communities organisations													
Voluntary Groups													
Wider interest													

## 8.7 OUTLINE PROPOSAL FOR COMMUNITY ENGAGEMENT PLAN DURING THE DESIGN AND CONSTRUCTION PHASE

Community engagement is not just about getting support for the Greenway. It is fundamental to the success of the project to get local ownership. This should involve participation in the planning, designing, implementation and ultimately

maintenance and management of the project, perhaps using volunteers.

Once the concept plan and route alignment have been agreed in principle, there is need for the local community to be involved in detail decision such as local access points. Where linkages to the route are agreed and the impact on individuals on noise and disruption are minimised.

Landowners in more rural areas will need to be involved in the types and location of fences and gates – local access for farm machinery and for the movement of cattle.

Greenways offer the opportunity to provide and enhance local amenity facilities such as sitting areas and enhance biodiversity. The local community can help shape these and begin to commit to the long term maintenance and management issues.

With regard to the construction phase there will be a number of potential opportunities to involve the local community, working with the contractor to minimise disruption, perhaps involved in some pre-contract site clearance led by a voluntary organisation.

There should be the opportunity to create employment opportunities, particularly in some of the more rural locations.

Some of the new routes will involve disruption to existing paths and close liaison with the local community should help find practical alternative solutions.

## 8.8 SUMMARY

This proposed approach to Community Consultation as set out for Stage III will be the subject of discussion, refinement and approval at the initial meeting with Council.

It will also be reviewed and adjusted as appropriate during Stage III.

## 8.9 PEOPLE FOCUSED MEASURES / COMPLIANCE WITH EQUALITY ACT

Refer to Appendix 2 for Equality Impact Assessment

“Section 75 of the Northern Ireland Act 1998 requires public authorities, in carrying out their functions relating to Northern Ireland, to have due regard to the need to promote equality of opportunity and regard to the desirability of promoting good relations across a range of categories outlined in the Act . These are:

- persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation
- men and women generally
- persons with a disability and persons without
- persons with dependants and persons without.

The policy decision in relation to the proposed greenway has been screened and no adverse differential impacts have been identified. Once the feasibility study is complete and implementation commences there may be opportunities to better promote the promotion of equality of opportunity for people within the Section

75 equalities and better promote good relations between people of different religious belief, political opinion or racial group.

Mid and East Antrim Borough Council will continue to screen policy/actions required to identify such opportunities or adverse impacts”.

#### 8.10 HOW THE PROJECT WILL HELP ADDRESS SOCIAL INEQUALITY IN THE MID AND EAST ANTRIM AREA

One of the areas of greatest social inequalities within the Mid and East Antrim Borough is the presence / absence of good health and wellbeing.

The Greenisland to Monkstown Greenway is located close to a number of wards which are amongst the top 20-30% most deprived according to the 2010 Northern Ireland Multiple Deprivation Measure (NIMDM) index, e.g. Gortalee, Greenisland and Monkstown, Newtownabbey. Gortalee is ranked 152 out of 582 and was ranked 140 in terms of living environment. Monkstown is ranked 143 in the Index, scoring 123 for living environment.

One of the priorities for action identified under the ‘Good Health and Wellbeing’ theme is ‘Creating greenways / pathways between areas and reclaiming existing outdoor spaces ...’. Key infrastructure projects will focus on open space developments and recreational developments to support more active lifestyles and create opportunities for some of our most disadvantaged residents to access the living environment which exists right on their doorsteps but until now, has been largely inaccessible. Public shared space developments will also help meet objectives’ under ‘Community Safety and Cohesion’. Our key objectives

under the Community Safety and Cohesion theme are: ‘Our borough has vibrant, shared and cohesive communities’ and ‘Our people feel safe in their community and have a sense of belonging to the area’. Greenways offer an opportunity to help deliver on these themes through both their creation and through the delivery of a range of ongoing programmes and events along the greenway, e.g. ‘Friends of’ groups, biodiversity programmes, Play Development Programmes, walking groups, cycle groups and buggy workouts to name just a few.



## 9.0 MONITORING AND EVALUATION PLAN

An independent evaluation of the project should be completed within 2 years of completion. As part of the business case a baseline on local travel journeys and activity levels should be developed, and reviewed periodically after the project is completed. Permanent counters (pedestrian and cycling) should be incorporated into the design at key places along the route. These should be supported by periodic road counters to measure average vehicle daily flow. A greenway user survey should be conducted every 3 years post completion for 10 years to understand how the greenways impact and use has developed over time. In addition. Social media use, online references, mentions and media reviews will help provide more immediate feedback on how the greenways are viewed. Monitoring and evaluation process will be discussed in more detail in the business case and will take into consideration potential technologies, existing monitoring procedures, funder requirements and wider project aims and objectives.



## 9.1 BASELINE INFORMATION

There is no current data available for the greenway route chosen as it is a disused railway line and not open to the public.

## 9.2 HOW THE PROJECT RELATES TO OTHER STRATEGIC MONITORING IN THE AREA

Our partners in the project, Antrim and Newtownabbey Borough Council currently have pedestrian and cycle counter on the Three Mile Water Greenway at Monkstown on NCN Route 93. They have continuous monthly data available from this site for 2014 to present day.



S:

During the development of the Newtownabbey Way in 2012 they worked with Sustrans to carry out a series of Route Users Surveys on the Newtownabbey Way between Whiteabbey and Mossley Mill. An example of the report follows

# Route User Intercept Survey: 1

Survey site

Metal Bridge, Monkstown

Survey Dates

August/October 2009

March/April 2013

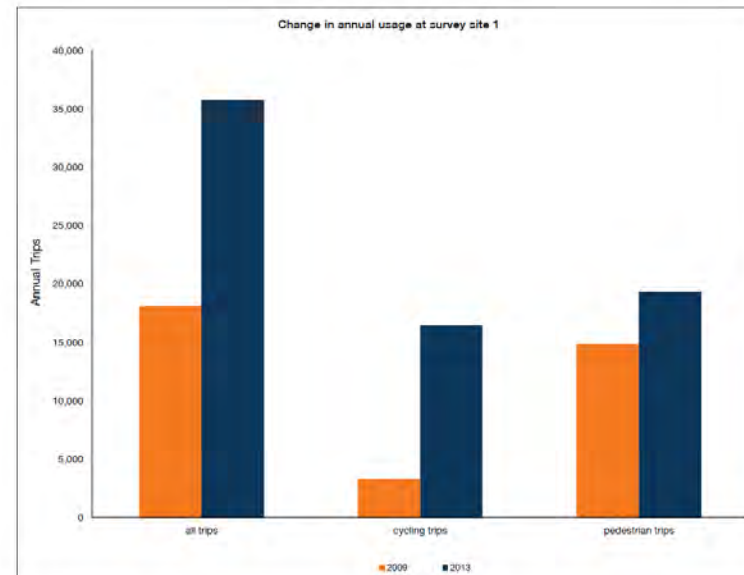
Pre and Post data collection were not completely consistent with one another and we have taken this into account during the analysis to ensure the usage estimates are comparable. Usage cannot be split by adults and children due to lack of data.

## Route User Intercept Survey summary 2013

- 1.1 % of people use the route to get to school
- 5.4 % of people use the route to get to work
- 28.9 % of people using the route make this journey every day
- 71.1 % of people used the route because they thought it was the most convenient option
- 81.3 % of people used the route because it feels safe
- 37.0 % of people use the route because it saves them money
- 71.7 % of people using the route said they intend to walk more in the next 12 months
- 42.9 % of people using the route said they intend to cycle more in the next 12 months

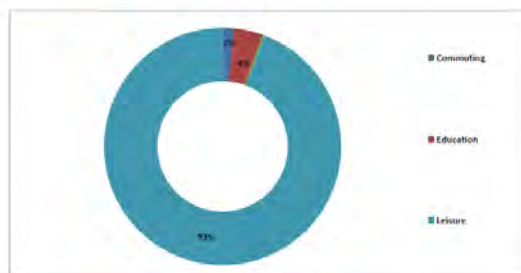
## Annual usage estimates (from Route User Intercept Survey)

- 17,605 more trips were made annually on the route after the Connect2 project
- 97 % increase in the estimated number of trips on the route annually
- 30 % increase in the estimated number of trips by pedestrians on the route annually
- 403 % increase in the estimated number of trips by cyclists on the route annually



## Route User Intercept Survey pre and post comparison summary

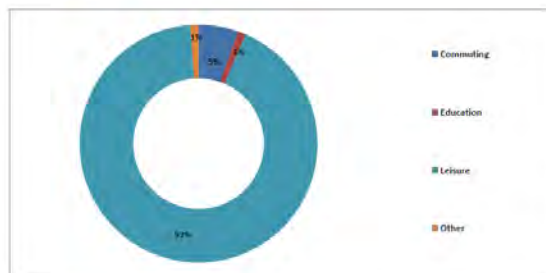
### Journey profile and transport modes 2009



### Journey Purpose

% of respondents	2009	2013
Commuting	2	5
Education	4	1
Shopping	0	0
Personal business	0	0
Leisure	93	92
Other	0	1

### 2013



### Annual usage estimates

	2009	2013
all trips	18,153	35,758
cycling trips	3,268	16,433
pedestrian trips	14,885	19,325

### Demographics and behaviour

#### Age: % of respondents

	2009	2013
16-24	8	2
25-34	6	12
35-44	26	33
45-54	19	22
55-64	16	20
65+	25	12

#### Ethnicity: % of respondents

	2009	2013
White	100	99
Mixed	0	1
Indian	0	0
Pakistani	0	0
Bangladeshi	0	0
Other asian	0	0
Caribbean	0	0
African	0	0
Other black	0	0
Chinese	0	0
Other	0	0
Prefer not to say	0	0

#### Gender: % of survey respondents

	2009	2013
Male	74	62
Female	26	38

#### Employment status: % of respondents

	2009	2013
Employed full time	37	55
Employed part time	7	12
Looking after home/family	0	4
Unemployed/sick leave	19	11
Retired	34	16
Studying	3	1
Voluntary worker	0	0

#### Cycling status: % of respondents

	2009	2013
New to cycling	0	0
Starting to cycle again	37	20
Occasional cyclist	15	5
Experienced, occasional cyclist	14	15
Experienced, regular cyclist	35	60

## **APPENDIX 1**

### **GREENISLAND GREENWAY SUMMARY BUSINESS CASE**

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## INTRODUCTION

Mid and East Antrim Borough Council (MEABC), in conjunction with Antrim and Newtownabbey Borough Council (ANBC), seek to develop a greenway between Greenisland and Monkstown, a route that traverses both Council areas. The Department for Infrastructure (DfI) has provided funding for an initial feasibility study under its new Strategic Plan for Greenways. McGarry Consulting have provided this business case, as part of the wider feasibility study conducted by Sustrans.

Map 1: Proposed NI Greenway Network



Under the Strategic Plan for Greenways, the DfI are seeking to deliver a 1,000km network of greenways across NI over the next decade. The network will comprise primary and secondary routes (see map below). Greenisland to Monkstown is considered a traditional greenway, being completely traffic free, flat and on a former railway track line in a populated area.

The aim of this document is to provide a summary business case that proves a route can be delivered between Greenisland and Monkstown, and between Greenisland and the Lough shore. A route that can be expanded over time to include a network linking traffic free paths to residential areas.

## STRATEGIC CONTEXT:

The proposed project ties in with several key public strategies as follows:

**Table 1:** Strategic Context

Strategy	Context
<p><b>NI Programme for Government 2016-2021</b></p> <p>This sets out the priorities for the NI Executive over the next 5 years. Key outcomes include:</p> <ul style="list-style-type: none"> <li>“We live and work sustainably – protecting the environment”</li> <li>“We enjoy, long, healthy, active lives”</li> <li>“We have created a place where people want to live and work, to visit and invest”</li> <li>“We connect people and opportunities through our infrastructure”</li> </ul> <p><a href="#">Link</a></p>	<p>The proposed Greenway concept can meet these outcomes by:</p> <ul style="list-style-type: none"> <li>Providing shared space</li> <li>Increasing environmental sustainability</li> <li>Enabling people to improve their mental and physical health in their local area</li> <li>Increasing quality of life for everyone</li> </ul> <p>Greenways provide the opportunity for people to be more active and aware of their environment. Public bodies working with local communities will help ensure these benefits are sustainable</p>
<p><b>Department for Infrastructure – A Strategic Plan for Greenways (2016)</b></p> <p>This inaugural plan sought to ‘enable people to link to places locally, regionally and nationally by active travel’ and ‘provide a major leisure and recreational resource’ by developing greenways. The plan’s vision for NI is:</p> <p><i>“A region where people have ready access to a safe traffic-free environment for health, active travel and leisure”</i></p>	<p>The proposed project overlaps neatly with the new strategy by seeking to:</p> <p>Create opportunities for exercise, and to improve health and wellbeing</p> <p>Increase access to, and the use of, green areas. Over 38,000 vehicles use the A2 each day, plus those who live, work, visit and go to school in the wider area.</p> <p>Increase the safety of people walking and cycling. The A2 is one of the busiest roads in NI. A greenway would provide a safe, interesting alternative route that connects with train stations, helping people commute</p>

Strategy	Context
<p>The vision was supported by five overarching objectives. Overall the aim of the plan was to build on the success of the existing greenway projects and create an asset that delivers both local and regional benefits.</p> <p><a href="#">Link</a></p>	<p>Provide a place for social inclusion, for people to meet and walk/run/cycle freely</p> <p>Provide job opportunities and a unique attraction appealing to visitors</p>
<p><b>Department for Infrastructure (Dfi)–</b></p> <p>Regional Development Strategy 2035 This set out the framework for development of NI until 2035, and highlighted the need for urban renaissance, and to reduce dependence on car. It’s vision outlined a place where ‘people enjoyed living and working in a healthy environment’ <a href="#">Link</a></p> <p>Under the <b>Bicycle Strategy</b>, <i>NI Changing Gear (2015)</i>, the vision is for “a community where people have the freedom and confidence to travel by bicycle for everyday journeys”. In addition to improvements in health and safety, the strategy wanted to make urban areas more accessible and increase opportunities for social interaction. <a href="#">Link</a></p>	<p>Greenisland Greenway will redress the balance of urban housing, link population centres and places of interest.</p> <p>The A2 is among the busiest commuter routes in NI, and feeds into the motorway network and the Causeway Coastal Route. The Greenway would create a safe appealing green path that will connect two population areas and link them to a train station, bus routes and other cycle lanes thereby providing a viable alternative transport option.</p> <p>A greenway increases the potential for social interaction amongst users and greater appreciation for their local area. It will make green areas more accessible.</p>
<p><b>Department for Health - Making Life Better 2013-2023</b></p> <p>The new 10-year strategy seeks to improve public health. It recognises that all parties need to work together to support people to lead healthier lives. It sought to achieve better health and well-being for everyone and reduce inequalities in health.</p> <p>The new strategy is framed around six key themes of which three are:</p> <ul style="list-style-type: none"> <li>● Empowering healthy living</li> <li>● Creating the conditions</li> </ul>	<p>Developing the Greenway will involve the Council, community groups, land owners, NI Departments and public bodies working together. A partnership approach will be sought during planning and implementation.</p> <p>By working together, delivering a Greenway and associated activities (e.g. Couch to 5k), parties will empower and enable local communities to improve their health and well-being.</p>



Strategy	Context
<ul style="list-style-type: none"> <li>Empowering Communities</li> </ul> <p><a href="#">Link</a></p>	
<p><b>Special EU Programmes Body - Peace IV Programme 2014-2020</b></p> <p>The Peace IV Programme seeks to promote social and economic stability in the region (NI and border counties), notably by actions to promote cohesion between communities. It has four specific objectives including Specific Objective 3: Shared Spaces &amp; Services, incorporating Action 3.1 Shared Spaces Capital Development (€52.9m); and Action 3.2 Local Authority Shared Spaces Projects (€28.8m)</p> <p>Indicative actions included:</p> <p>(3.1) New spaces with a transformative effect on local areas</p> <p>(3.2) Developing the shared aspect of public spaces</p> <p><a href="#">Link</a></p>	<p>The concept is supported by the local community, and key partners. The proposed route could open up the local environment and encourage visitors to the area.</p> <p>Creating a place for people to walk, jog, cycle, stop and sit would increase the opportunities for people to meet and come together, on an ad hoc and/or planned basis (e.g. events or programmes)</p> <p>Increasing positive experiences of shared space would likely lead to more people seeking to live, work and be active in the wider area.</p>
<p><b>Mid and East Antrim Borough Council Corporate Plan 2015 – 2019</b></p> <p>The Council’s strategic vision is “working together to create a better future for all”, which is supported by five strategic priorities including:</p> <p>2. Developing our tourism potential</p> <p>3. Building stronger, safe and healthy communities</p> <p>Priorities were supported by strategic objectives. Pertinent objectives include ‘improved access, transport links and signage’ and to ‘protect and enhance an attractive, safe and sustainable environment’</p>	<p>The Council is working with various partners, including Sustrans and neighbouring Councils to develop safe, accessible and interesting modes of travel</p> <p>By mapping out a deliverable phased path, and linking it with other established transport networks the Council can incrementally build safe, attractive and environmental routes. Routes that facilitate travel and recreation &amp; phase development over time. These routes and areas can act as standalone</p>



Strategy	Context
<a href="#">Link</a>	<p>attractions or combine to offer unique options for commuters and visitors. They will also offer healthier, more active opportunities for local communities.</p>
<p><b>Mid and East Antrim Draft Community Plan 2017-2032 – Putting People First</b></p> <p>The Community Planning Partnership’s vision is to create a “safe and inclusive community, where people work together to improve the quality of life for all”</p> <p>The plan outlined the five priorities people most wanted, including:</p> <ul style="list-style-type: none"> <li>• Sustainable jobs &amp; developing our tourism potential</li> <li>• Good health and wellbeing</li> <li>• Improving community safety and cohesion</li> <li>• Our environment</li> </ul> <p><a href="#">Link</a></p>	<p>Upon completion, the proposed greenway would improve access to good quality green space; whilst promoting and protecting the natural environment.</p> <p>An attractive safe environment would make it easier for people to become more active through walking and cycling. An appealing greenway, part of wider NI greenway network and EuroVelo route would make it easier to entice cycling and adventure tourism.</p> <p>Developing and managing the greenway would involve bringing parties together, as envisaged under the community plan.</p>
<p><b>Antrim &amp; Newtownabbey Borough Council – Corporate Plan 2015-2030</b></p> <p>Under the plan the Council’s vision ‘<i>A prosperous place. Inspired by our people. Driven by ambition</i>’ was underpinned by three themes – <i>place, people and prosperity</i>. Under Place, the Council seeks to achieve a place where “people take pride in their surroundings” and “we protect and enhance, where possible, our natural habitat and built heritage”. Under Prosperity, the council wants to “maximise tourism opportunities”</p> <p><a href="#">Link</a></p>	<p>The Council is working with many partners on this project. A Greenway would be a permanent, free and easy to use outdoor traffic-free path on an under used and appreciated piece of neighbouring public land.</p> <p>Residents, commuters, students, school children and visitors would be able to use it daily; and use it to link with other journeys (e.g. coastal route) and modes of transport (e.g. train).</p>
<p><b>Antrim and Newtownabbey Borough Council Draft Community Plan – Love Living Here</b></p>	

Strategy	Context
<p>The mission statement: “We will all work together to become a resilient and socially responsible community where citizens experience a high quality of life” is supported by four outcomes statements including:</p> <ul style="list-style-type: none"><li>• Our citizens enjoy good health and well-being</li><li>• Our citizens live in connected, safe and vibrant places</li></ul> <p><a href="#">Link</a></p>	<p>Upon completion, the proposed greenway and access routes will provide high quality traffic free green space; whilst promoting and protecting the natural environment.</p> <p>An attractive safe environment would make it easier for people to become more active through walking and cycling, and led to wellbeing. The greenway will connect with walk-ways into neighbouring residential areas and schools, train station, park &amp; ride facilities, other greenways and access into Belfast. This ensures that locals and visitors can enjoy a connected, safe and vibrant place.</p>
<p><b>NI Outdoor Recreational Action Plan</b></p> <p>This recognised that our environment provides tremendous potential. Its vision is “a culture of dynamic, sustainable outdoor recreation in NI”, to be achieved by improving access and infrastructure for sustained and increased participation in a broad range of outdoor activities.</p> <p><a href="#">Link</a></p>	<p>The Greenisland Greenway would build on the success of previous schemes and encourage walkers, runners, cyclists, commuters and dog walkers to use the greenway.</p> <p>Cutting across a variety of environments (e.g. fields, woodland) would increase safe and responsible access to green areas that would otherwise be inaccessible.</p>

The proposed project also ties in with other relevant public body strategies but in line with the principle of proportionality they have not been included at this stage.

*The proposed Greenway route dovetails with an array of key local and national public strategies, especially in the areas of health, well-being, active travel, and shared spaces.*

## ASSESSMENT OF NEED

### DEMOGRAPHIC PROFILE:

The population of both Council areas is expected to grow on average by 3% between 2017 and 2039. However, some areas have experienced more rapid population growth (e.g. Rostulla) in recent years. In addition to this rise the population will get older increasing the need to invest in amenities that are suitable for all ages and easily accessible.

**Table 2:** Area Profile for Proposed Greenisland - Monkstown Greenway Route

	Greenisland	Knockagh	Jordanstown	Monkstown	Rostulla	Total	NI
Age 0-15	458	520	1,350	847	641	3,816	385,200
16-39	813	672	1,514	1,185	2,055	6,239	583,116
40-64	928	963	2,455	1,073	1,266	6,685	591,481
65+	514	414	935	445	702	3,010	291,824
<b>Total</b>	<b>2,714</b>	<b>2,569</b>	<b>6,253</b>	<b>3,549</b>	<b>4,664</b>	<b>19,749</b>	<b>1,851,621</b>
Pop Change**	3.8%	13.2%	2.4%	5.8%	15.0%		7.2%
Median Age^	42	40	40	34	28		37
Good Health	80.6%	86.5%	87.9%	76.6%	86.2%		79.5%
Paid Employment	63.7%	9.8%	66.1%	59.6%	41.0%		57.6%
No Access to Car or Van	12.7%	65.9%	7.1%	31.9%	18.1%		22.7%
Living Environment	464	518	573	123	330		
<b>MDM*</b>	<b>508</b>	<b>566</b>	<b>577</b>	<b>143</b>	<b>507</b>		

\*MDM is the 'Multiple Deprivation Measure' a weighted average of deprivation indicators for a given area that is then ranked in NI terms. Electoral wards are ranked with 1 being the most deprived and 582 being the least deprived in NI. The bottom 20% (rank < 116) are classified as the most deprived and the top 20% scores (rank > 465) termed the least deprived.

\*\*Population change based on period 2005-2015, as measured by NISRA

^ the relevant NI wide average figures are: median age 37, population growth 7.2%, Good Health 79.5%, Paid Employment 57.6% and No Access to Car or Van 22.7%

*There are almost 20,000 people who live near the proposed greenway. This is a diverse community in terms of deprivation, age and employment. A large proportion have good health, indicating a large base of potential users. Other areas are fast growing, with less access to a car or a van. This indicates a need to provide alternative options that link with public transport, and plan for growing populations.*

## AREA PROFILE: Greenisland to Monkstown Area

In short proximity to the proposed greenway and access routes lie four schools:

- Silverstream PS
- Greenisland PS
- Monkstown Nursery School
- Monkstown Community School (Abbey Community College)

In addition, the existing Ulster University Jordanstown Campus site, including the Sports Institute for NI, lies close by. There are also large residential areas at either end, with various churches, retail zones, train station (Greenisland), industrial estate and bank (Monkstown) in the wider vicinity. Greenisland and Whiteabbey are on the Causeway Coastal Route, within a short commute from Belfast. Within the borough there are existing greenways and cycle routes, so the concept is well understood and supported by residents.

Greenisland train station has 10 bicycle spaces and a 90 car-park space park & ride facility and connects with the Ulsterbus 163 service. Greenisland is a key transport node. Each weekday 66 train services stop at Greenisland Train Station (32 outbound, 34 inbound) with 42 outbound Ulsterbus services alone to Greenisland. This excludes private and community transport options. In 2006, [37,876 vehicles were estimated](#) to travel between Greenisland and Whiteabbey each day.

*There are several schools, shops, churches and residential areas near the proposed route. In addition, there are well-connected public transport nodes and further cycle networks and near-by traffic free routes that can combine to provide alternatives to car journeys.*

## AREA CONSULTATIONS

### MEABC Draft Community Plan (2017)

The draft plan involved an extensive consultation process involving meetings and partners across the Borough during 2016. This resulted in the draft community plan that is itself out for consultation. Key priorities identified through the consultation process included ‘developing our tourism potential’, ‘good health and wellbeing’ and ‘our environment’. Specific actions in the plan included:

- Creating greenways/pathways between areas and reclaiming existing outdoor spaces
- Open space and recreational developments to support more active lifestyles
- Developing a healthy eating and activity strategy
- 

### ANBC Draft Community Plan (2017)

Over 500 people took part in the community planning process between March 2015 and February 2016. Key outcomes were the desire for ‘good infrastructure and pathways’ and the importance of health and wellbeing. People wanted to travel between parts of the borough other than by car and expressly sought:

- Expand and maintain existing walkways and cycle paths
- Create new greenways
- Adopt a pathway scheme
- Accessibility by modes of transport other than private car as a key consideration in the location and design of development

### Greenisland Development Framework (2015)

The Framework was completed in March 2015 and sought to provide a non-statutory masterplan for the area over the next 10-15 years. It involved an extensive consultation process. Consultations included 200 telephone surveys, 40 meetings with stakeholders, public event (50 attendees) and 82 written responses. Several proposals were put forward for feedback and the most liked were:

- Greenisland Train Station Improvement (83% liked)
- **Greenway (83%)**
- Knockagh Country Park (83%)

The Framework specifically endorsed the proposed Greenway (on the proposed disused railway route) project. The proposed greenway is sought to provide a free walking and cycling route that links with train station and local areas.



### Greater Monkstown Place Shaping Pilot (2016)

The Pilot provided a partnership approach to forward planning for the Greater Monkstown area. As part of this collaborative approach the authors undertook a series of workshops and events. The Pilot highlighted the importance of 'village centres' and the need to provide a quality local environment that creates a more positive impression of the area. The area was described as fragmented with the railway line acting as a barrier to movement. The Pilot highlighted the need for improved connections to and within the area, 'with an emphasis on walking, cycling and other forms of sustainable transport'. It also expressly for a greenway network to provide invaluable green infrastructure.

*At a local and borough level, there has been extensive recent consultation that expressly supports the need – and demand – for Greenways. Greenways are sought to boost the green infrastructure, connect communities, and provide opportunities for health and well-being.*

## NI PHYSICAL & MENTAL HEALTH NEEDS

According to the Health Survey NI 2015/2016:

- One in five respondents (19%) showed signs of possible psychiatric disorder
- 60% of adults in NI were classified as overweight or obese
- 25% of children in NI were classified as overweight or obese
- 85% of people reported having some types of stress in their day-to-day life
- 55% of adults wanted to become more physically active (2014/15)
- 30% of adults wanted to reduce stress in their lives (2014/15)

Physical activity can help prevent the occurrence of many chronic diseases, such as heart disease, some cancers and diabetes. Adults that meet the recommended physical activity levels (150mins moderate to vigorous activity per week) can decrease their chances of heart disease by up to 50%. However only one-third of adults in NI meet this target.

*There is a need to increase activity levels among the NI population, encourage active behaviours in children and reduce stress levels and improve wellbeing in adults.*

## Ability of Greenways to Meet Physical and Mental Health Needs

A major study into '[Physical Activity and the Rejuvenation of Connswater](#)' (PARC) was commissioned as part of the £40m Connswater Community Greenway (CCG). PARC found that if a Greenway increased the proportion of people meeting the recommended activity levels by 2%, then 17 early deaths could be prevented. Overall PARC found that greenways could be a cost-effective way to increase physical activity levels.

An [independent evaluation](#) of the CCG was carried out in 2015 and found:

- 72% of residents specified 'improving the quality of life' as a major benefit of the Greenway
- 90% of stakeholders see walking as a major benefit of the CCG
- 45% of residents already use the Greenway, with 69% likely to use the Greenway in the future
- 75% of residents believe the CCG is important to East Belfast
- 65% of residents think that local people have a strong connection with the CCG

This highlights the positive impact and engagement the CCG had to date and outlined recommendations moving forward. Research by Sustrans has shown that 99% of NW Greenway users used the Greenway because it felt safe. They also found that greenways helped people with low confidence to cycle more and reduced car travel. In addition to health benefits there are growing economic benefits to outdoor recreation, e.g. tourism. Having a greenway opens up the hosting of regular (e.g. parkrun) and one-off events (e.g. annual triathlon) that can bring people to the area.

PARC found that socio-economically deprived groups could be successfully targeted by programmes that were long-term, community centred and matched with ongoing practical support. One such example project is the UK wide Green Gym initiative run by Conservation Volunteers. The Green Gym is a series of projects that improve the health & well-being of participants by involving them in practical activity to improve the environment. Recent [evaluations](#) have shown that it can improve physical activity rates, well-being and provides £4.02 social return on investment for every £1 of public money invested. Notably 60% of Green Gym participants are from areas of long-term deprivation.

*Evaluation of existing greenways in NI shows that they can improve quality of life for residents, make it easier for people to become active and provide opportunities for events, partnerships and outdoor programmes. Outdoor programmes have been proven to increase well-being and improve the local environment.*

## NI TRAVEL NEEDS

The latest [Travel Survey for NI](#), published September 2016, highlighted the following key points for the period 2013-2015:

- Each person in NI travelled 5,827 miles per year
- Car journeys accounted for 72% of all journeys and 81% of total distance travelled
- Walking accounted for 18% of all journeys, with the average length being 0.9 miles
- 1% of journeys were made by bicycle with men more likely than woman to use bikes
- 5% of all journeys were made by public transport with an average 19 Ulsterbus journeys per person per year
- 23% of journeys were made for leisure purposes, 18% to and from shops and 15% for commuting
- 31% of journeys for children under 16 was for education
- People cycled 5 times per year, with the average distance being 5.1miles (up on previous years)
- 81% of all journeys were under 10 miles long, with the average journey time being 20mins
- 36% of all households in NI own at least one bike, 25% of people having cycled once in the previous year. Children under 16 and males were more likely to have cycled

The survey found that those in Belfast tended to have less journeys but took more on foot than those outside Belfast. Overall people are taking 5% less journeys than 2003-2005 with most by car. People walk significantly more than they use the bicycle (1% of users), with gender differences on the type, distance travelled and reason for the journey. Most journeys are made for leisure, with school journeys most dominant for children under 16.

*Most journeys in NI are relatively short and could be targeted by alternative transport. There is a need to facilitate more walking options that are safe, accessible, short and linked to places of interest (most journeys are leisure) and shops. Need to adapt for schools and to encourage people to consider cycling and connecting with public transport.*

## NI TOURISM NEEDS

### Cycling Tourism in NI

A Research and Information Briefing Paper prepared for the NI Executive in May 2014 outlined the potential for cycling tourism. It noted that cycling tourism contributed approximately £1bn to the UK economy in 2014 and €240m to the Republic of Ireland economy in 2012. Cycling tourism provided incentives for people to visit an area. Cycling was considered an environmentally sustainable and active way to travel. The market was sub-divided into cycling holidays, holiday cycling (day rides on holiday) and cycle day excursions (3hr plus ride from home). Although holiday cyclists make up less than 1% of total market they account for 20% of the cycling tourism revenue.

Examples of successful schemes included Great Western Greenway (Mayo) and Swiss Cycling Network. They showed that investment in cycling infrastructure and marketing can lead to big increases in visitors, although the weather remains a factor. The Republic of Ireland recorded a drop in cycling tourists from 130,000 to 25,000 between 2000 and 2005. This led to a major report into cycling tourism that recommended creating themed routes, better signage and surfaces, improve safety, vary the product and provide supporting public transport.

More recent research shows that whilst weather is important, beautiful scenery is far more important. Attractive routes, followed by access to historical/cultural locations and destinations that are easy to get to are all components of a good cycling destination. The need for safe accessible and attractive greenways was emphasised. Cycle tourists tend to be more affluent, male and spend an average of 7.7 days per trip. The success of the Grand Fondo and the Belfast Bike Scheme (250,000 journeys in the first 6 months) illustrates there is interest in cycling within NI.

### Active & Green Tourism

A greenway is a living link to the local area and to other greenways and trails in NI. An interlinked greenway system with several off-shoots and capillaries creates a unique eco-system for visitors; and increased opportunities for active tourism (e.g. bike hire, events). In 2012, [Intel estimated the value of outdoor and adventure tourism](#) at £90-£100m in NI and €1.3bn to €1.5bn in the Republic of Ireland. In 2015, Tourism NI have stated that [sustainable \("green"\) tourism is a key target market](#) that can showcase NI's authentic environment and 'link closely with local communities, leading to a better all-round visitor experience'

*NI has an underdeveloped active tourism offering compared to Ireland and Scotland. There is a need to provide – and promote – safe, attractive and appealing greenway options that connect with local places of interest, public transport and tourism facilities.*

## ABILITY OF GREENWAY TO MEET HEALTH, TRAVEL & TOURISM NEEDS

### Connswater Community Greenway

Connswater Community Greenway (CCG) is a 9km linear park through East Belfast. It has helped reconnect local community with green spaces and revitalised the polluted Connswater river system. Other [benefits](#) included flood defences (value £11.7m), planting 20,000 trees; and 2 new playparks. The CCG is continuing to grow, launching a new Heritage Trail, community event and new section, Beersbridge Road to Grand Parade in October 2016. It also involved local community and schools who will get to name the bridges in the recent section. In 2013-14, CCG held 102 events, engaged 72 community groups and had over 3,559 volunteer hours, all significantly above initial targets.



### Lagan Towpath

The Lagan towpath is the [most active region for running in NI](#). It links Lisburn to the Titanic Quarter, as well as taking in Belvoir Forest, Lagan Meadows and many other natural habitats. In recent years has fostered businesses (e.g. Loughkeepers Inn), activities (e.g. Shaws Bridge canoes) and sporting events (e.g. Minnowburn 10k races). The towpath is well used by a large variety of walkers, runners, and cyclists; and increasingly mountain bikers and water sports enthusiasts and is National Cycle Network Route 9. The Lagan towpath benefits from being flat and close to population centres.

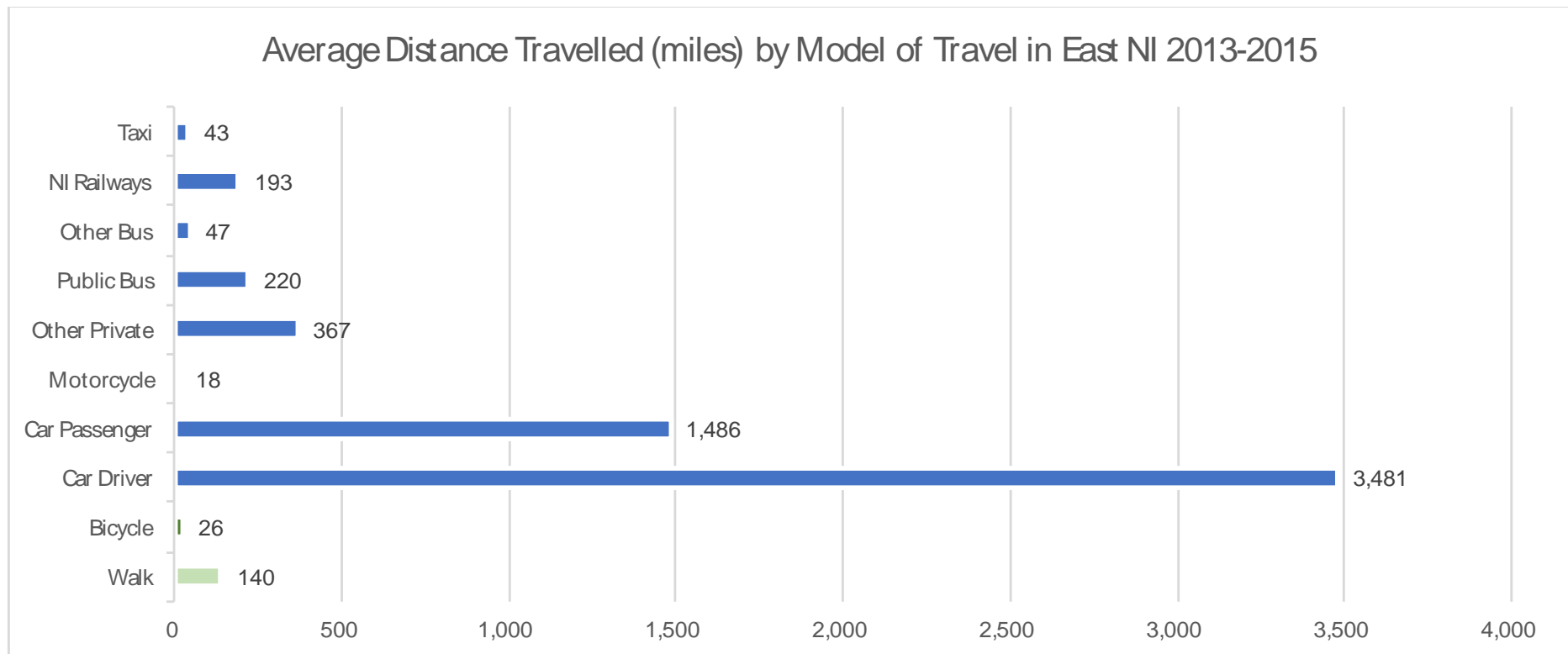
*Greenways can successfully engage with local communities, and provide opportunities for events and service providers. The examples are Belfast based but the proposed Greenway will be between and within population centres, near places of interest and in areas with strong existing community groups; proving potential to deliver benefits at smaller scale.*



## EXISTING TRAVEL PATTERNS & CASE STUDIES

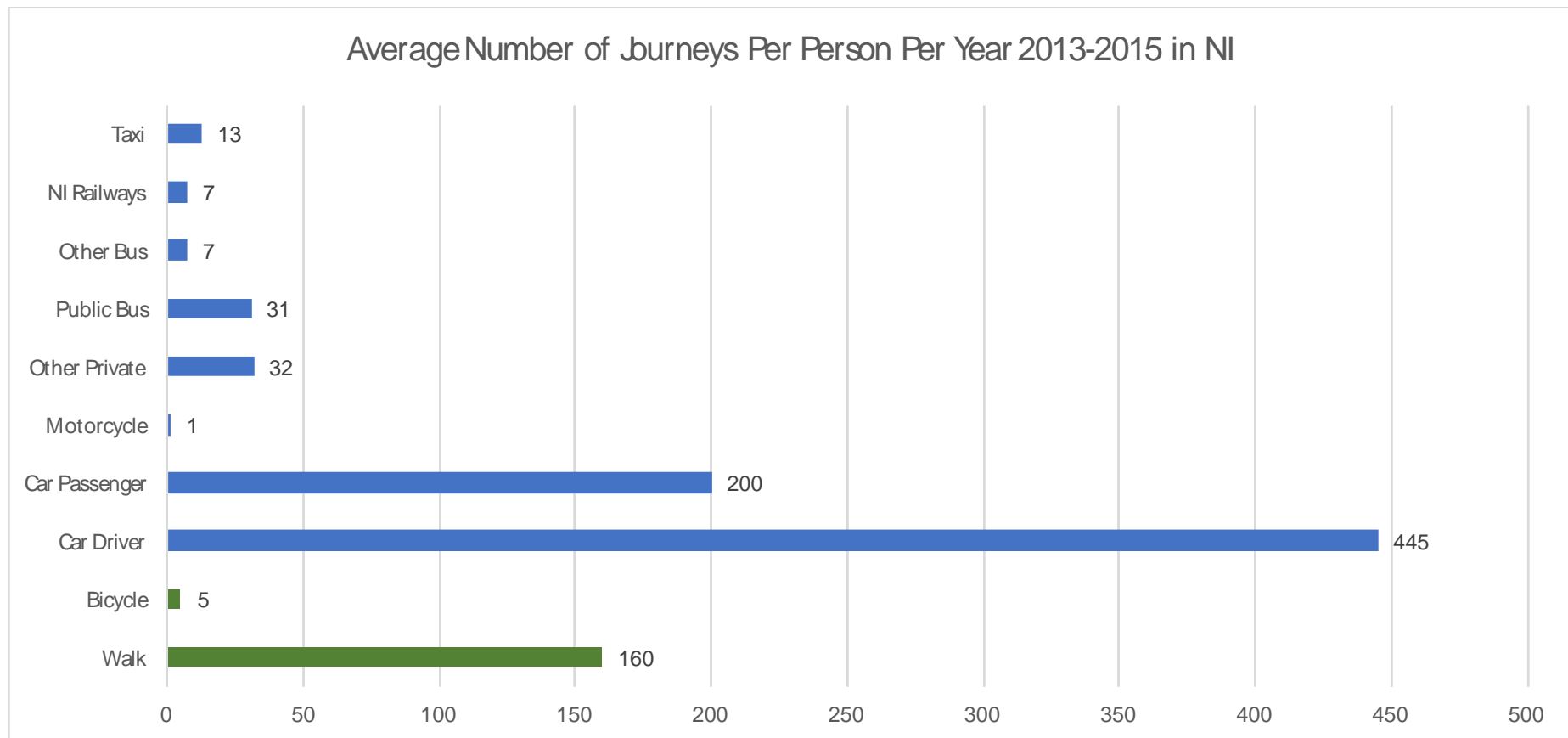
According to the latest [Travel Survey for NI 2013-2015](#) (published September 2016) people are making fewer journeys per year than they were 10 years previously but the journeys are slightly longer. Most journeys are made by car highlighting the need for alternative transport options. The survey split NI into three regions, East, West and Belfast. The proposed greenway is in the East. Belfast residents made 40% less journeys than other areas and were more likely to make them by foot (6%), compared to West (3%) and East (2%). This illustrates the need to increase pedestrian routes and leisure options in the borough. Of approximately 6,000 miles travelled by residents last year only 166 were made by walking or bicycle:

**Chart 1:** Average Distance Travelled by Local People



In terms of the number of journeys made, on average in NI, walking was the third most popular mode of travel.

Chart 2: Average Number of Journeys Per Annum by Mode for Local People

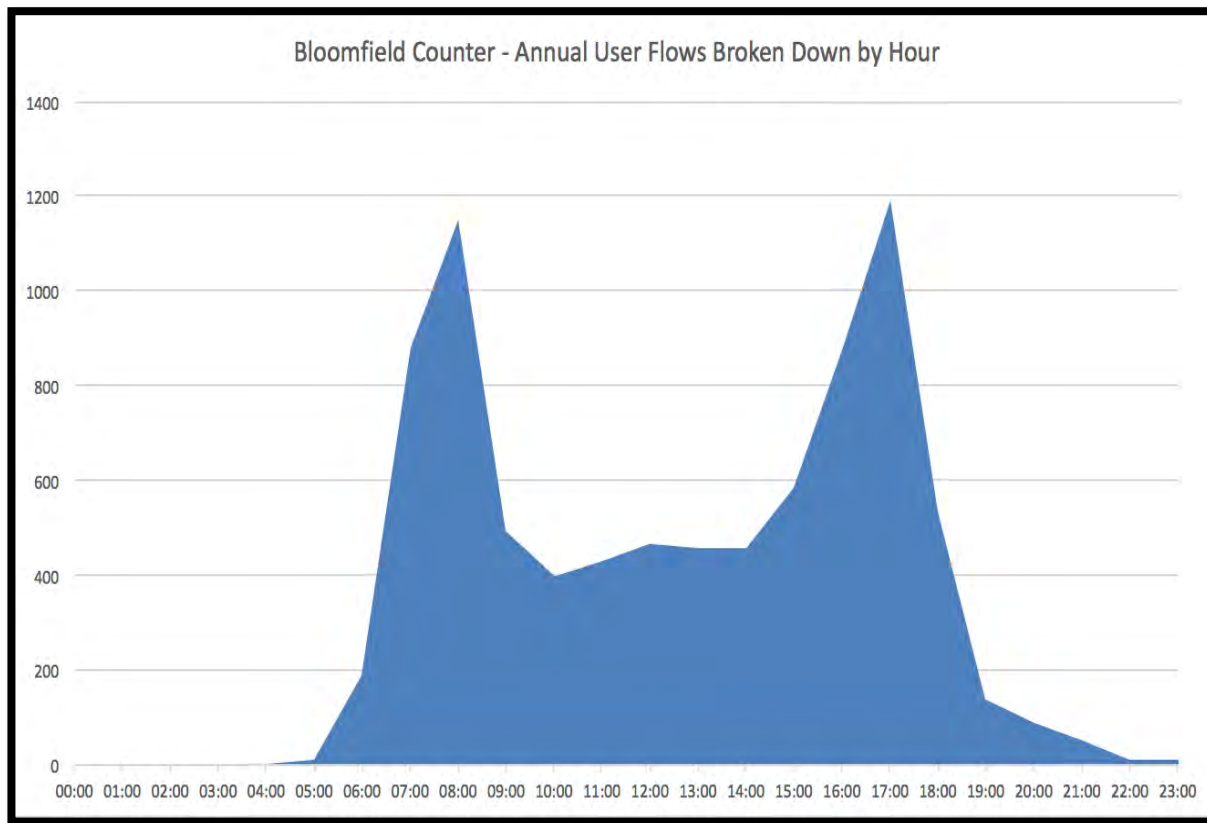


This shows that people are willing to walk, with the average distance just under one mile. Cyclists make fewer journeys but travel on average 5.1 miles. Evaluations of greenway projects show that by creating safe traffic free sections, they can increase the number of bicycle journeys. The survey showed that most (56%) of car journeys in NI are under 5 miles, with 23% under 2 miles. This represents a segment that could possibly transfer to alternative transport options (e.g. greenway) were they available.

## EXAMPLE OF GREENWAY USAGE

Bloomfield lies on the Comber Greenway (National Cycle Network Route #93) and was surveyed in 2004 and 2007 by Sustrans. Bloomfield is on a short 3-mile section of urban greenway in East Belfast. The greenway is 3m wide and runs along an old railway corridor.

Chart 3: Average Greenway User Flows by Hour



The 2007 user intercept survey found significant growth in usage (from 45,235 in 2004 to 121,967 in 2007). Most users were pedestrian (54.5%), with most journeys (80.2%) being for leisure. Dog walkers comprised 44.5% of all walking journeys. In terms of improvement the most popular suggestion was to tackle dog mess, improve lighting and provide more seating.

Until February 2016 DfI also had a cycle counter at Bloomfield that monitored daily users by hour (see chart above). For 2016, counters showed that peak times were in the morning (8am) and evening (5pm), similar to road traffic flows. Cycle flows were also heavier on weekdays than weekends. Between 2009 and 2016, peak usage per hour was 45 cyclists an hour (2014). This equates to three cycle journeys every four minutes. On average over the eight-year period there were approximately 8 cycle journeys per daylight hour.

Similar counters on other greenways demonstrate a seasonality, with more users in the summer periods. This is due to the warmer temperatures and longer daylight hours. As an outdoor route, greenways will be subject to the weather and this has to be factored in.

*1 in 6 journeys are made by foot in NI, with the eastern region making the least. Many car journeys are short distances that could be targeted by alternative safe options, e.g. Greenways. Greenways have been shown to facilitate more cycle journeys and appeal to pedestrians. Safety, convenience, and scenery encourage people to use a greenway. Greenways can be improved by tackling dog mess (many walkers are dog walkers), improve lighting and more seating.*

SIMILAR GREENWAY CASE STUDIES

Previous NI case studies (e.g. CCG and the Lagan Towpath) highlight the potential benefits from engaging the community and creating a variety of events that encourage people to use the greenway. The nearest completed case study is the Newtownabbey Greenway. This was recently evaluated with the key findings highlighted below:

CASE STUDY 1: M103 - Monkstown

A five-mile walking and cycling route, along the Three Milewater River was developed by Sustrans and Newtownabbey Borough Council. It ran from Corr’s Corner in Newtownabbey to the lough shore at Whiteabbey. It passed through Monkstown, where a cycle and pedestrian counter was put in place to record daily flows. The new route opened-up a local wooded glen and tied in with main cycle route into Belfast.

Table 3: User Intercept Flow Evaluation Data for Newtownabbey Way



	Cycling	Walking	Total
Predicted Use	37,090	50,193	87,283
Additional Use	-1,235	6,572	5,337
Percentage Change	-3%	+15%	+7%

**Table 4:** User Intercept Flow Evaluation Data for Newtownabbey Way

Car distance replaced	17,403km	10,877 miles
Car trips replaced	2,056	
Average Car journey replaced	8.4km	5.29 miles

As part of the Connect 2 evaluation, a user intercept survey in 2013 estimated there was 17,605 more trips made annually on the route after the project. On average, there was 97% increase in the estimated number of trips with 30% more pedestrian journeys and 403% increase in cycling trips. The survey also noted:

- 28.9% of people made the same journey every day
- 81.3% used the route because it feels safe
- 71.1% used the route because it was the most convenient option
- 37.0% used the route because it saves them money
- 94% of users liked the surroundings on the route

In line with other surveys, 92% were using it for leisure with 5% commuting. 61% of users met their recommended 30mins of exercise five times a week with 90% agreeing that they used this route to provide them with their only or additional exercise.

*The Newtownabbey Way is a similar route that borders the proposed greenway. This highlights the importance of safety, scenery and convenience, aspects shared by the proposed route. Therefore, there is the potential for over 17,000 more walking/cycling trips and 2,000 less car trips per annum.*

## COSTS & DELIVERY

Sustrans have examined the route and divided into two individual sections. Each section is then costed based on similar type sections developed recently in the UK. At this early stage, costs are conceptual and exclude land acquisition, legal fees and VAT. However, they provide a broad guide to the potential cost as follows:

**Table 5:** Cost Breakdown Guide for Greenisland - Monkstown Greenway

SECTION COSTS	
A – B	£100,000
B – C	£450,000
B – D	£750,000
D / E	£75,000
<b>TOTAL</b>	<b>£1,375,000</b>

**Table 6:** Cost Breakdown Summary for Greenisland - Monkstown Greenway

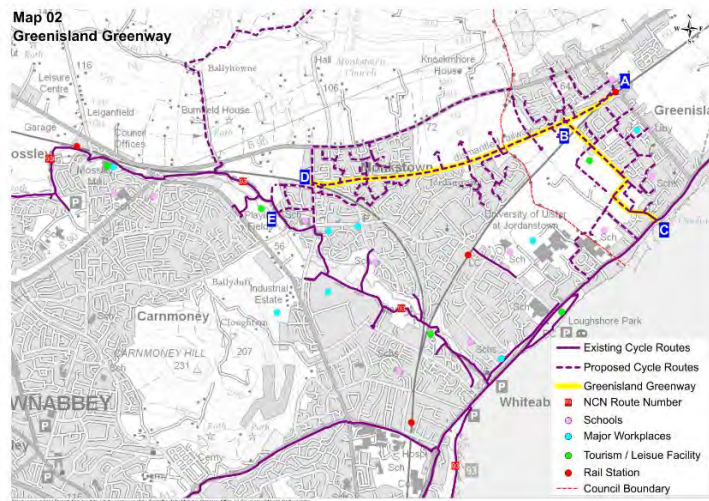
SUMMARY COSTS	
<b>TOTAL</b>	<b>£1,375,000</b>
20% Contingency	£275,000
<b>TOTAL</b>	<b>£1,650,000</b>
Project Management & Professional Fees	£165,000
<b>GRAND TOTAL</b>	<b>£1,815,000</b>

The total distance is estimated at 3.1 miles (5km). Therefore, the greenway costs an average of £585,000 per mile.

## DELIVERY

Sustrans estimate that the complete Greenway could be completed within 2 years upon funding being confirmed. The former railway track is in public ownership, which reduces land ownership issues. Recent local public consultations in Greenisland demonstrate strong support for the project. The success of other greenways in NI help people to understand the concept and provide case studies on how to deal with land issues and develop the route. The map below illustrates the potential route:

Map 2: Proposed Greenisland – Monkstown ‘Greenway’ Route



The route lends itself to incrementally developing a network of cycling paths and traffic free routes around the proposed greenway. The next stage will be to investigate the route and linkage options more closely, clarify land ownership or access issues, explore funding avenues in more detail and to work closely with Translink with respect to Greenisland Train Station.

*An outline route has been identified that could be delivered within 2 years. The route is 3.1 miles (5km) long with estimated costs of £1,815,000.*

## GREENISLAND - MONKSTOWN GREENWAY RISKS

There are 3 primary risks at this stage:

### LEGAL

The Greenway will involve work on and/or access through non-Council owned land. The extent of land ownership issues will be dependent on the final route(s) and associated access channels chosen. There will need to be an agreement in place with each landowner affected before that land could be considered. This process may take time and will require continual engagement with landowners. However, dealing with landowners – and utilities etc. – is a normal part of most large capital projects; and the Greenway can be phased or directed as required to give the Council flexibility in negotiations.

#### **Mitigation:**

- Appoint a designated person to liaise with all landowners
- Identify each landowner that may be affected and the extent to which they may be affected
- Meet with each landowner individually and consider a range of options as to how best a partnership agreement can be reached that not only covers initial build, but ongoing use, access and maintenance
- Ensure statutory approvals are sought as soon as practically possible

### TECHNICAL

The pre-existing railway line clearly delineates the primary proposed route. There is also an observable perpendicular path from the railway line to the lough shore that can provide a secondary access to two local schools. At either end of the primary route there will be connections to the train station and the existing Newtownabbey Way. The train station was identified as a project under the Greenisland Development Framework. Residential areas that border the proposed routes are often fragmented into cul-de-sacs. To ensure accessibility to local communities, access paths may need to go through and/or close to private residential property.

## Mitigation

- Undertake detailed investigation and structural assessment of possible routes
- Consider marking/signposting different ways depending on land ownership
- Liaise with Translink, landowners, partners and local community representatives at any early stage
- Address environmental compliance and/or considerations at an early stage
- Ensure tender and contractual process is robust enough to minimise known risks

## FINANCIAL

Delivering this project will require significant capital and revenue funding that has not been secured to date. Brexit uncertainty and potential project timelines reduces the possibility of European Union Funding. Many funders also require projects to be 'shovel ready' with all land ownership and permissions in place before applying. Some funds, especially philanthropic, will not support projects that they consider the responsibility of a statutory agency (e.g. Council). However there is a strong case for transport funds to be channelled to this urban greenway.

## Mitigation

- Meet with potential funders to discuss upcoming funds and their potential suitability
- Split project into phases and/or sub-projects that could be individually funded
- Work with partners to develop project and/or build stronger business case
- Work with local groups to lobby for greenway related projects and establish ongoing public relations

*Research has demonstrated a need – and support – for this project and demonstrated potential benefits. Project circumstances are similar to many other local, regional and national greenway projects that should help to reduce risk. There are strong community groups in the area that can help with community engagement. All risks should be reviewed as part of a more detailed technical and business case for the project.*

## POTENTIAL BENEFITS & BENEFICIARIES

### POTENTIAL USAGE

In addition to the various health, well-being, environmental and travel benefits (discussed next section) many car journeys could potentially be replaced:

- If **1%** of the 37,876 vehicles converted to cycling or walking the Greenway that would be 379 people per day (based on A2 Greenisland to Whiteabbey [traffic flows, 2006](#))
- If **2%** of the local population (19,749) used the Greenway per day that would be 395 people per day
- If **10%** of neighbouring school pupils could use the Greenway to travel to school that would be 128 people per day (based on 2016/17 average school size across ANBC and MEABC)

That would be 902 users per day, excluding visitors and people working in the local area. This excludes weekdays and return journeys, but assuming **250 days per annum** equates to approximately 225,500 users per annum. Based on a 20-year life-span of the project that equates to potentially over 4.5 million users. Recent [research](#) (published January 2017) has shown that infrastructure alone will not change behaviours but creates the conditions for changes in behaviour and more active travel. Potential usage and modal shifts are subject to many factors beyond capital investment in greenways. As part of a wider sustained cultural change, significant modal shifts could occur.

This user estimate excludes population growth (e.g. possible new developments at UUJ site and wider predicted growth of 3%+) and weekly events such as parkrun (that could bring in up to 7,000 regular users per annum). Case studies show that greenways can build users over time. Based on two case studies above (p18), 100,000 users per annum could be achieved within the first five years of operation, one of the strongest aspects of this greenway, leading to more in the longer term.



## USAGE

*Greenisland to Monkstown greenway will connect people and places through a safe flat traffic free path. This could potentially lead to over 100,000 users per annum in the first 5 years, possibly rising to over 225,000 users in the long-term.*

## MODAL SHIFT

Although no baseline has been carried out on existing traffic flows between Greenisland and Monkstown, based on the findings to date, it is reasonable to assume that there will be an increase in walking and cycling trips. Most of the increase is likely to result from new trips with some trips at the expense of car journeys. Two case studies have been used below to provide a guideline for what the increase (modal shift) might be in percentage terms of existing traffic flows.

To provide modal shift estimates the route has been subdivided as follows:

- 1) Greenisland to Monkstown
- 2) Greenisland to Lough shore

The Greenisland to Monkstown section will be a flat traffic free greenway. It will be akin to the Comber and Connswater Community Greenways. Based on evaluations of the Comber Greenway Titanic Quarter section, which included similar length and setting sections (e.g. Bloomfield, p17), modal shift was estimated at 84% increase in cycling and a 7% increase in walking. The Greenisland to Lough shore section should equate more closely to the Newtownabbey Way route (p18), and therefore that will be used as a basis for estimating modal shift changes (see table below).

Section 1 (Greenisland to Monkstown) is assumed to be used twice as much as section 2 (Greenisland to Lough Shore) for the purposes of estimating a cumulative modal shift. The weighted average reflects this.

Table 7: MODAL SHIFT Estimates

Modal Shift	Bloomfield	Newtownabbey Way	Weighted Average
Increase in walking trips	7%	15%	10%
Increase in cycling trips	84%	7%	58%

*The proposed route will increase the appeal of non-car travel options. Some parts could increase cycling usage by 84%, whilst overall there could be a potential 10% increase in walking trips and 58% increase in cycling trips, with many short car trips possibly replaced.*

COST EFFECTIVENESS & POTENTIAL RETURNS

Research referenced earlier in this report demonstrates the potential and proven benefits of greenways to include health, wellbeing, environmental and travel benefits as follows:

- Research undertaken by PARC showed that if a Greenway increased activity levels sufficiently among the local population it could be considered cost-effective
- Green Gyms proved that outdoor health and well-being environmental projects could work in deprived areas and provide a £4.02 social return on investment
- Outdoor, active and cycling tourism provide significant economic benefits in neighbouring countries (e.g. Scotland, Republic of Ireland). Proportionally NI significantly underperforms – attaining 20-25% of the Republic of Ireland outdoor and adventure tourism market revenues. Safe, appealing greenways are a key draw for visitors, and if developed could help redress this balance

- CCG and Lagan Tow Path show that appealing traffic free greenways near population centres can help support events, activities and economic opportunities.

*A supported greenway can lead to events, community projects, improvements in health, increasing appeal to visitors, and the replacement of some car journeys.*

## MANAGEMENT & FUNDING

### MANAGEMENT

MEABC has significant experience in similarly scaled regeneration projects and ancillary activity programmes. In the absence of an established process, the Council should nominate a lead officer to take this project forward. This person should then identify the resources required, review the potential risks (e.g. land ownership and access) and the potential partners (e.g. ANBC) who could contribute to this project. This person will be responsible for presenting to Councillors, keeping stakeholders informed and ensuring that professional assistance is brought in where required. Management and oversight models will be considered in more detail at the business case stage. ANBC has also significant project management experience and will be able to partner with MEABC on various aspects of this project.

### MARKETING

The Council has significant experience in project marketing and maintains an active online and social media presence. At this stage, the Council should seek to speak to key stakeholders (e.g. Transport NI, leading community groups) and Councillors to keep them up-to-date and manage expectations. During the business case stage, a public consultation process will be undertaken and a more detailed marketing plan produced. Until then it is a decision for the lead officer and respective Council committees to decide on the level of marketing and promotion of this scheme. In determining this level, Council should be mindful of potential funders, other probable competing projects and possible landowner concerns.

## FUNDING

The social, health, environmental, tourism, community development and educational aspects to this project open up a wide variety of potential funding streams. Potential funders include:

### Department for Infrastructure

DfI's responsibility for Greenways, Bicycle Strategy, Belfast Rapid Transport, Inland Waterways, Rivers, Roads, Water and Translink amongst others demonstrates that it has significant scope for assistance in this project. Transport NI may be able to assist with connections at key transport nodes (e.g. Greenisland Train Station).

### Department for Communities

DfC's responsibility for Urban Regeneration, Sport, Arts and Culture, Equality and Good Relations, Historic Environment, and the Voluntary and Community sector amongst others demonstrates the breadth of opportunities for it to be involved in this project.

### Department for Health

DfH's responsibility for physical and mental health represent a clear link for a project that could help increase activity levels and well-being. Assistance could be provided directly or through the Northern Trust or Public Health Agency.

### Council

Council's role as landowner, project instigator allied with responsibility for community planning and leisure provide it with a clear mandate to get involved in projects that support its corporate plan. The Council could provide central, leverage or match funding, and/or act as an applicant for further funds.

### Big Lottery Fund

BLF has supported other Greenway projects in NI and could provide assistance under a variety of channels, e.g. [People in the Communities](#). People in the Communities can provide between £30,000 and £500,000 (although capital grants only available to £100,000). Other streams may become available in the future. CCG availed of £23.5m Big Lottery Funding through the Living Landmark programme that is now closed.

### Sport NI

Sport NI has periodic capital and revenue programmes available. In October 2016, it opened the third strand of the [Everybody Active 2020 Initiative](#), Outdoor Spaces. Funded by the National Lottery it can assist outdoor infrastructure projects up to £250,000 at 50% (75% for projects under £100,000). This is an example of periodic funding it can provide.

### Ulster Garden Villages

UGV is a large charity that supports projects - through a [Common Fund](#) – that will have a positive impact in NI. It will normally only consider requests from registered charities and has the following objectives: Health, Disadvantaged Sections of Community, Young People, Culture & Heritage, and Environment.

### Private Parties

Individual landowners may provide support in kind or finance where it is of mutual benefit to them and the Council. This will be on a case by case basis.

This is not an exhaustive list but an indicator of the potential funding avenues available. Funding will be dependent on amount required, timing and competitive bidding. Capital and revenue (e.g. programme, staff) funding may both be needed. Support may also come in the form of non-financial ways, e.g. value in kind, land access etc. Funding and support is not limited to the main capital build but for a wide variety of programmes before and after the main Greenway is built. A strategic co-ordinated approach should be taken by project partners to maximise the opportunities for funding. Funding will be discussed in more detail as part of any subsequent economic appraisal.

## MONITORING

An independent evaluation of the project should be completed within 2 years of completion. As part of the business case a baseline on local travel journeys and activity levels should be developed, and reviewed periodically after the project is completed. Permanent counters (pedestrian and cycling) should be incorporated into the design at key places along the route. These should be supported by periodic road counters to measure average vehicle daily flow.

A greenway user survey should be conducted every 3 years post completion for 10 years to understand how the greenways impact and use has developed over time. In addition, social media use, online references, mentions and media reviews will help provide more immediate feedback on how the greenways are viewed.

*The Council has significant experience in managing, marketing and delivering similar open space projects of this scale, and should nominate a lead officer to take this project forward. There are several interested parties who may wish to be involved and a variety of possible funding streams. They have asked experts in the field of developing greenways, Sustrans, to develop this feasibility study. The key priority now is to secure a full business case.*

## CONCLUSION & RECOMMENDATIONS

### SUMMARY

The proposed Greenisland to Monkstown route is deliverable and will help to incrementally develop ancillary traffic free sections. Based on other greenway investments in NI there is the potential for health, social and well-being returns. At a local level, there is the potential to create a modal shift by making it safer and easier for people to walk and bike for leisure and commuting. At a national level developing greenways will increase the appeal to active tourists. There are risks, but the project has public support and the Council is experienced in managing similar scaled capital projects (e.g. Newtownabbey Way). A summary of key findings is below:

- An outline route has been identified that could be delivered in two years, provided funding available. The primary Greenisland to Monkstown route is 3.1m (5km) long and is estimated to cost £1,815,000



- Based on community, school and commuter user assumptions (p24) the route could potentially attract over 100,000 annual journeys in the first few years before **possibly rising to 225,000 annual journeys** in the longer term, as part of wider cultural change.
- In the absence of a baseline, similar greenway routes in Northern Ireland, Comber Greenway and Newtownabbey Way have been used as a guide to estimate potential modal shifts. These showed potential for a 10% increase in cycling trips over existing local traffic flows.
- Based on similar greenway routes in NI (e.g. Newtownabbey Way and Comber Greenway) there is the potential to provide a **10% increase in walking trips** and **58% increase in cycling trips**; with the main greenway route section leading to a potential 84% increase in cycling.

## RECOMMENDATIONS

Based on the findings of this report, we have outlined recommendations as follows:

### Recommendation 1:

Council continues to identify landowners potentially affected by the proposed route

### Recommendation 2:

Council seeks funding for a more detailed economic appraisal from DfI

### Recommendation 3:

Council continues to work with partners, including Translink and ANBC, and prioritise sections for development

### Recommendation 4:

Council explores funding avenues provided and identify upcoming opportunities that could be used to fund sections or phases of the route

*Note these are initial high-level findings only that require a more detailed feasibility study and/or business case before an*



## **APPENDIX II**

# **GREENISLAND GREENWAY FEASIBILITY STUDY EQUALITY IMPACT ASSESSMENT**

## Screening Proforma

## Part 1: Information about the policy

Name of policy	<b>GREENISLAND GREENWAY FEASIBILITY STUDY</b>
Is this an existing, revised or new policy?	New
What is it trying to achieve? (intended aims/outcomes)	To create a facility that will add to the cycling network in the area. It will create opportunities for the very many local people who live close to it, to walk and cycle more for everyday journeys and for leisure.
Are there any section 75 categories which might be expected to benefit from the intended policy? How?	
Policy Lead Officer	Parks Development Manager
Who owns/implements the policy?	Mid and East Antrim Borough Council

## Implementation factors

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision?

If yes, are they

- financial
- legislative
- other, please specify \_\_\_\_\_

### Main stakeholders affected

Who are the internal and external stakeholders (actual or potential) that the policy will impact upon?

- staff
- voluntary/community/trade unions
- other, please specify \_\_\_\_\_

Other policies with a bearing on this policy

- **what are they?**
- **who owns them?**

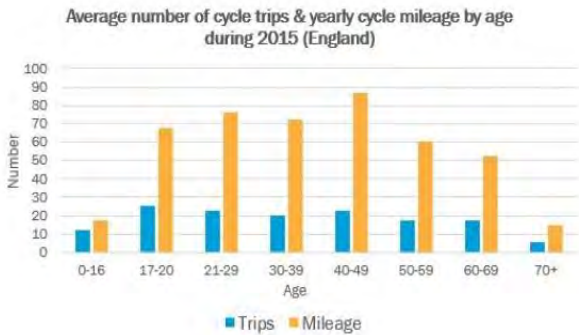
### Available evidence

What available evidence is there to inform the screening process?

Demographic information.

## Part 2: Screening process

1 What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 equality categories minor/major/none		
Section 75 category	Details of policy impact	Level of impact? minor/major/none
Religious belief	<p>In 2011 the religious breakdown in Mid and East Antrim Borough was 19.3% Catholic, 72.9% Protestant/Other Christian and 7.8% Other/No religion.</p> <p>In 2011 the religious breakdown in the Knockagh DEA was 8% Catholic, 80% Protestant/Other Christian, 12% other/no religion.</p> <p>The location of the Greenway will have a positive impact for those who are protestant/other Christian due to the demographics of the area.</p>	Minor
Political opinion	The location of the Greenway will have a positive impact for those who identify as unionist due to the demographics of the area.	minor
Racial group	In 2011 98.7% of the population of Mid and East Antrim Borough identified their ethnicity as white. In the Knockagh DEA this rose to 99.15% of the population of the area.	minor

	The location of the Greenway will have a positive impact for those who identify as white due to the demographics of the area.																												
Age	<p>In Mid and East Antrim Borough there has been a slight decline since 2001 in the 0-15 and 16-39 age groups (-7% and -6.2%). It is predicted that the 65+ age group will continue to grow by 41% by 2030. There has been significant growth in the 40-64 and 65+ age groups (20.1% and 38.1% respectively). The growth of these two age groups is in part a result of a 75% decline in deaths under 75.</p> <p>The present median age of 40 is higher than the Northern Ireland average and that trend will continue in the medium term with an older age profile for residents than Northern Ireland as a whole.</p> <p>Average number of cycle trips &amp; yearly cycle mileage by age during 2015 (England)</p>  <table border="1"> <caption>Average number of cycle trips &amp; yearly cycle mileage by age during 2015 (England)</caption> <thead> <tr> <th>Age</th> <th>Trips</th> <th>Mileage</th> </tr> </thead> <tbody> <tr> <td>0-16</td> <td>15</td> <td>20</td> </tr> <tr> <td>17-20</td> <td>25</td> <td>65</td> </tr> <tr> <td>21-29</td> <td>22</td> <td>75</td> </tr> <tr> <td>30-39</td> <td>20</td> <td>70</td> </tr> <tr> <td>40-49</td> <td>22</td> <td>85</td> </tr> <tr> <td>50-59</td> <td>18</td> <td>60</td> </tr> <tr> <td>60-69</td> <td>18</td> <td>50</td> </tr> <tr> <td>70+</td> <td>5</td> <td>15</td> </tr> </tbody> </table> <p>Average number of trips between age groups is within 5 - 25 annually.</p> <p><b>Over 50's who are less likely to access formal recreational and physical activity will also benefit from the Greenway.</b></p> <p>No differential impacts between age groups identified.</p>	Age	Trips	Mileage	0-16	15	20	17-20	25	65	21-29	22	75	30-39	20	70	40-49	22	85	50-59	18	60	60-69	18	50	70+	5	15	none
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60-69	18	50																											
70+	5	15																											



Marital status	<p><b>The 2011 census indicated that of the Borough's population 16 and over:</b></p> <p>36.14% had never married; 47.56% were currently married; 0.08% people in a registered same-sex civil partnership; 3.88% separated (but still legally married/same-sex civil partnership); 5.92% divorced or formally in a same-sex civil partnership which is now legally dissolved; and 7.16% widowed or surviving partner from a same-sex civil partnership.</p> <p>No differential impacts between marital status and the feasibility of the Greenway have been identified.</p>	None
Sexual orientation	<p>No statistical breakdown in relation sexual orientation available for Mid and East Antrim Borough.</p> <p>88 registered same-sex civil partnerships.</p> <p>The Office for National Statistics has reported that in 2015 1.9% of the population of Northern Ireland identifies as LGB (0.8% as lesbian or gay, 1.1% as bisexual).</p> <p>No differential impacts between people of different sexual orientations have been identified.</p>	None
Men and women generally	<p>In 2011, the gender ratio in Mid and East Antrim Borough was 48.7% Male, 51.3% Female.</p>	minor

	<p>However, men cycle more than women. In England, in 2015, males (of all ages) made just under three times as many cycle trips as females (25 as opposed to nine);</p> <p>Males also cycled around four times as many miles (86 as opposed to 21 for females).</p> <p>The greenway is therefore likely to have a positive impact for men. Additionally women who less likely to participate in formal recreational/physical activity are likely to benefit too. No differential impacts between gender identified.</p>	
Disability	<p>Average number of recipients of DLA per DEA is 210 ranging from 120 - 400 (the Northern Ireland Average is 337.63).</p> <p>People who described their health as bad or very bad 4.68% of the population.</p> <p>Greenways provide an opportunity for participation in recreational and physical activity for groups less likely to participate in physical activity.</p> <p>Greenway is likely to have a positive impact on equality of opportunity for people with a disability.</p>	minor
Dependants	<p>Mid and East Antrim is in the top quartile in Northern Ireland in relation to dependent children in household between ages of 0-4;</p>	minor

	<p>32.14% of households in Mid and East Antrim Borough Council has dependent children;</p> <p>11.91% of the population provide unpaid care, with 3.06% providing in excess of 50+ hours.</p> <p>Individuals with dependants may find it more difficult to access formal recreational/physical activity. Greenway will also be accessible for buggies/wheelchairs</p>	
2 Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?		
Section 75 category	If Yes, provide details	If No, provide reasons
Religious belief	Yes - ensure that the Greenway remains a neutral and shared space and that in consulting with the local community people with different religious beliefs are engaged with.	
Political opinion	Yes - ensure that the Greenway remains a neutral and shared space and that in consulting with the local community people with different political opinions are engaged with.	

Racial group	Yes - ensure that the Greenway remains a neutral and shared space and that in consulting with the local community different racial groups are engaged with.	
Age	Yes - ensure that in consulting with the local community different age groups are engaged with.	
Marital status		No identified impacts or opportunities to better promote equality of opportunity identified for this group.
Sexual orientation		No identified impacts or opportunities to better promote equality of opportunity identified for this group.
Men and women generally	Yes - ensure that in consulting with the local community both men and women are engaged with.	
Disability	Yes - ensure that in consulting with the local community people with a disability are engaged with.	
Dependants	Yes - ensure that in consulting with the local community carers and families are engaged with.	

3 To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group? minor/major/none		
Good relations category	Details of policy impact	Level of impact minor/major/none
Religious belief	Should the Greenway not remain a shared/neutral space this may impact on good relations between people of different religious belief	Dependent on implementation
Political opinion	Should the Greenway not remain a shared/neutral space this may impact on good relations between people of different political opinion. Greenisland falls within the South Antrim constituency of the Northern Ireland Assembly and in the recent elections of 2017 the following Elected Representatives were returned/newly elected, i.e. David Hilditch (DUP), Gordon Lyons (DUP), Roy Beggs (UUP), John Stewart (UUP) and Stewart Dickson (APNI)	Dependent on implementation
Racial group	Should the Greenway not remain a shared/neutral space this may impact on good relations between people from different racial groups	Dependent on implementation

4 Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?		
Good relations category	If Yes, provide details	If No, provide reasons
Religious belief	Yes - ensure that the Greenway remains a neutral and shared space and that in consulting with the local community people with different religious beliefs are engaged with.	
Political opinion	Yes - ensure that the Greenway remains a neutral and shared space and that in consulting with the local community people with different political opinions are engaged with.	
Racial group	Yes - ensure that the Greenway remains a neutral and shared space and that in consulting with the local community different racial groups are engaged with.	

## Additional considerations

### Multiple identity

Generally speaking, people can fall into more than one Section 75 category. Taking this into consideration, are there any potential impacts of the policy/decision on people with multiple identities?

*(For example; disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people).*

Other than the impacts identified above no further impacts identified for people of multiple identities.

Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned.



### Part 3. Screening decision

If the decision is not to conduct an equality impact assessment, please provide details of the reasons.

No adverse impacts have been identified through the screening exercise.

Once the feasibility study is complete and implementation commences there may be opportunities to better promote the promotion of equality of opportunity for people within the Section 75 equalities and better promote good relations between people of different religious belief, political opinion or racial group.

Mid and East Antrim Borough Council will continue to screen policy/actions required to identify such opportunities or adverse impacts.

If the decision is not to conduct an equality impact assessment the public authority should consider if the policy should be mitigated or an alternative policy be introduced.

If the decision is to subject the policy to an equality impact assessment, please provide details of the reasons.

## APPENDIX III

### GREENISLAND GREENWAY

#### Guidance when working near a live railway

1. The designer provides the fencing and landscaping proposals along the boundary line adjacent to the railway. The designer should consider future maintenance of trackside features such as fencing & vegetation.
2. The designer provides the planting proposals along the boundary line adjacent to the railway. NIR would reject any of the following species Ash, Sycamore, Chestnut, and Poplar due to high risk leaf fall which are classed as a high risk leaf fall species deemed to effect the railways operation
3. NIR should be given the opportunity to consider the impact of the proposed lighting design on the railways signalling sighting. We would therefore request the developer to provide NIR with a lighting specification and layout details for consideration by our signalling department (Signal Sighting Committee) for information, comment and/or approval.
4. No encroachment takes place onto NIR / NITHC property. All works to NIR boundaries must be carried out under the conditions of the NIR Rule Book with regard to safety of workers and railway passengers. If necessary, NIR will provide safety critical staff to ensure that a safe method of work is established and maintained. Costs incurred by NIR must be borne by the developer.
5. The developer at their own cost and to the satisfaction of NIR erects a temporary security fence/hoarding to protect the railway property from trespass before any construction work starts. This must be maintained for the duration of the works.
6. The contractor provides NIR with their insurance details / provision that will be in place for the duration of the project.
7. The contractor gives NIR prior notice (4 weeks) for any works commencing on or near NIR property, coupled with an agreed Method Statement and Risk Assessment.
8. Construction plant or equipment must not be allowed to slew over NIR property at any time. Any works involving cranes must have control measures in place to prevent movement of loads into the path of trains and avoid any unforeseen collapse on or near the line. NIR will need to be informed if it is proposed that a crane will be erected during the installation work. All crane / lifting certificates must be forwarded to NIR for approval.
9. During construction and following completion, no storm or foul water is permitted to be discharged on to NIR property. Please supply NIR with proposed drainage design details prior to works commencing for our comment.
10. The developer erects a suitable boundary fence in positions decided by NIR with a minimum specification of 1800mm weld/rigid mesh, Palisade or equal approved.
11. Northern Ireland Railways Co. Ltd. reserve the right to carry out any works to the company's property by any machinery at any time of the day or night as deemed necessary by NIR CO. Ltd Engineers.
12. The developer will indemnify NIR against any claims for noise and vibration caused by NIR at any stage.

## **APPENDIX IV (MAPS CONTAINED IN MAIN REPORT - FOR PRINTING A3)**

These maps will be sent separately.