



Department for
Infrastructure

An Roinn
Bonneagair

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A STRATEGIC PLAN
FOR GREENWAYS

NOVEMBER 2016



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FOREWORD



Nothing compares with the simple pleasure of a bike ride.

John F Kennedy

As a student in Belfast I was a regular user of the Lagan Towpath – a wonderful asset for walking and cycling – and it is my ambition to see this kind of active travel infrastructure extended throughout Ireland. I am particularly delighted to launch this Strategic Plan for Greenways with a vision to enable greater numbers of our people to adopt healthier, more active lifestyles; getting us out of our cars and onto greenways that link our cities, towns and villages.

As the first Minister for Infrastructure my focus is on sustainable transport: to embrace new ways of everyday travelling that creates less congestion and wear and tear on our roads, results in fewer sick days, whilst creating more buoyant local economies and increasing life expectancy – all outcomes that are at the heart of our Programme for Government. A network of green corridors will contribute to delivering these benefits whilst building attractive environments and vibrant communities around the centres where we live and work. Greenways can make a huge difference to the daily lives of people by providing the opportunity to enjoy safe and easy access to fresh air

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I have two doctors, my left leg and my right.

GM Trevelyan

and exercise, encouraging more people to commute to work by foot or bicycle, more children to walk or cycle to school, and provide a vital leisure resource for local people and visitors alike.

This plan sets out my vision and framework for a more strategic and ambitious programme to develop greenway routes right across the whole of the north. I believe that greenways and similar community paths will ultimately create public spaces that will enhance our quality of life and leave an enduring legacy to be enjoyed by future generations.

Chris Hazzard MLA
Minister for Infrastructure

BROLLACH

Mar mhac léinn i mBéal Feirste, ba ghnách liom siúl ar Chosán Tarraingthe Bhéal Feirste go rialta – áis iontach le siúlóidí agus rothaíocht a dhéanamh – agus is í uaillmhian s’agamsa an cineál seo de bhonneagar taistil ghníomhach seo a leathnú ar fud na hÉireann. Tá an-áthas orm ach go háirithe, an Plean Straitéiseach seo do Ghlasbhealaí a sheoladh, agus an fhís atá ann níos mó daoine a spreagadh chun saol níos sláintiúla agus níos gníomhaí bheith acu, le dul amach as ár ngluaisteáin agus dul ar na glasbhealaí a dhéanann nasc idir ár gcathracha, ár mbailte agus ár sráidbhailte.

Mar an chéad Aire Bonneagair, is é iompar inbhuanaithe an fócas s’agamsa: bealaí nua taistil laethúil a chur san áireamh a chruthóidh níos lú traglaim agus creimthe ar ár mbóithre, a laghdóidh an méid laethanta tinnis, a chruthóidh geilleagair áitiúla níos buacaí agus a mhéadóidh

ionchas saoil, – tá na torthaí seo go léir ag croílár ár gClár um Rialtas. Cuideoidh an líonra glasbhealaí seo leis na tairbhí seo a sholáthar chomh maith le timpeallachtaí tarraingteacha agus pobail bhríomhara a fhorbairt thart ar na háiteanna ina gcónaíonn agus ina n-oibríonn siad. Is féidir le glasbhealaí difear mór a dhéanamh do shaolta laethúla dhaoine mar tugann siad deis dóibh rochtain fhurasta bheith acu ar aer úrghlan agus ar aclaíocht a dhéanamh. Spreagfaidh siad níos mó daoine le siúl go dtí a n-áiteanna oibre nó le dul chun na hoibre ar a rothair, níos mó páistí le siúl go dtí a scoileanna nó le dul chun na scoile ar a rothair, agus soláthróidh siad áis fóillíochta riachtanach do dhaoine áitiúla agus do chuirteoirí araon.

Leagann an plean seo m’fhís agus creatlach amach do chlár níos straitéisí agus níos uaillmhianaí chun glasbhealaí a fhorbairt ar

fud fad an tuaiscirt. Creidim go gcruthóidh glasbhealaí agus a mhacasamhail de chosáin pobail eile spásanna poiblí a chuirfidh feabhas ar ár gcaighdeán saoil agus a fhágfaidh oidhreacht bhuan inar féidir leis na glúnta atá le teacht sult a bhaint astu.

Chris Hazzard CTR
An tAire Bonneagair

INTRODUCTION

The Bicycle Strategy published in August 2015¹ envisaged ‘a community where people have the freedom and confidence to travel by bicycle for everyday journeys’ and it set out the ambition to increase the number of people regularly walking and cycling.

This Strategic Plan fulfils a commitment in the Bicycle Strategy to explore the potential for the development of greenways². It sets out a high level plan for the region to enable people to link to places locally, regionally and nationally by active modes of travel. It will encourage more people to commute to work by foot or bicycle, more children to walk or cycle to school, and it will provide a major leisure and recreation resource for local people and visitors alike.

The Strategic Plan flows from a number of other Departmental strategies and policies such as the Regional Development Strategy

2035³ and ‘*Ensuring a Sustainable Transport Future – A New Approach to Regional Transportation*’⁴ with its focus on sustainability in travel choices. It is also relevant to the Public Health Agency’s ‘*Making Life Better 2012 – 2023*’ strategy (published in 2014) which supports increasing opportunities for walking and cycling⁵, the *Outdoor Recreation Action Plan*⁶ and the strategy for Sport and Physical Recreation⁷.

¹ <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/a-bicycle-strategy-for-northern-ireland.pdf>

² A greenway is a traffic-free route designed for non-motorised use to connect people and communities to all kinds of destinations for commuting, everyday journeys or leisure and recreation.

³ https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/Regional%20Development%20Strategy%202035_0.pdf

⁴ <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/Ensuring%20a%20Sustainable%20Transport%20Future%20-%20A%20New%20Approach%20to%20Regional%20Transportation%20%28final%20version%2C%20April%202012%29.pdf>

⁵ Public Health Agency. Making Life Better 2012-2023, pp85-6. June 2014. https://www.dhsspsni.gov.uk/sites/default/files/publications/dhssps/making-life-better-strategic-framework-2013-2023_0.pdf

⁶ http://www.outdoorrecreationni.com/wp-content/uploads/2015/11/Our-Great-Outdoors-The-Outdoor-Recreation-Action-Plan-for-Northern-Ireland_SportNI-2014.pdf, page 29

⁷ <https://www.communities-ni.gov.uk/sites/default/files/The-northern-ireland-strategy-for-sport-and-physical-recreation-2009-2019.pdf>

In addition, local Councils are currently drawing up *Community and Development Plans* which will provide an opportunity to further explore, plan and zone the development of a Greenway Network.

1
‘Greenways are traffic-free routes connecting communities to all kinds of destinations for commuting, everyday journeys or leisure and recreation’

INTRODUCTION

Partnership and collaboration will be a key theme in the delivery of the framework set out in this Strategic Plan. In that regard, we recognise that greenways offer opportunities and benefits that go well beyond transport. Those health and wellbeing, economic, environmental and social benefits are well documented⁸ and the development of greenways for active travel and recreation forms part of many European strategic transport, environment, health and economic policies.

Local Government has a key role in the delivery of the Greenway Network in light of their responsibilities for recreation and green spaces. Central government Departments will also have an interest in various aspects of greenway development. There is also an important role and many opportunities for cross-border working.

These realities are reflected in the significant contribution which greenways could make

to the Executive's draft Programme for Government Framework 2016 - 21⁹ including the following:

- Outcome 2:** We live and work sustainably - protecting the environment
- Outcome 4:** We enjoy long, healthy, active lives
- Outcome 12:** We have created a place where people want to live and work, to visit and invest
- Outcome 13:** We connect people and opportunities through our infrastructure
- Outcome 14:** We give our children and young people the best start in life



Relevant Indicators within the Framework include:

- Increase the use of public transport and active travel
- Increase environmental sustainability
- Improve our attractiveness as a destination
- Increase shared space
- Improve air quality
- Increase quality of life for people with disabilities

The development of this Strategic Plan for Greenways, therefore, has a significant potential to deliver outcomes across a range of Government objectives which will have far reaching benefits for individuals and communities across the entire region.

⁸ <http://www.greenways.com/benefits-of-greenways>

⁹ <https://www.northernireland.gov.uk/sites/default/files/consultations/newnigov/draft-pfg-framework-2016-21.pdf>

Exercise – Explore – Enjoy



"Greenways are long, skinny community centres."

Tom Farrell, Director of Recreation, Town of Brunswick, ME

"By incorporating physical activity into the daily routine, such as walking or cycling short journeys or integrating these activities with public transport, we will improve our health and reduce dependence on our cars."

Eddie Rooney, Chief Executive of the Public Health Agency NI

VISION, AIM AND OBJECTIVES

The Minister for Infrastructure is committed to active travel and strongly supports improving health and wellbeing for everyone across the region. In setting out this Strategic Plan for Greenways, the Minister's vision is:

A region where people have ready access to a safe traffic-free environment for health, active travel and leisure.

2.1 Aim

The aim of this Strategic 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.

2.2 Objectives

Realising the Minister's vision will create a region where active lifestyles and active travel can become part of everyday life for everyone - improving health and wellbeing, economic activity, social interaction and providing a resource for recreation and leisure. Key to this will be to develop a Greenway Network that helps connect centres of population with places of interest, green spaces, workplaces, shops, schools and residential areas.

Exercise – Explore – Enjoy



To achieve the aim of this Strategic Plan, we have drawn up the following overarching objectives:

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

The development of greenways has, at its heart, the encouragement and promotion of active travel and healthy lifestyles. This highlights the need to involve communities from the outset and to encourage 'ownership', 'engagement' and the 'One Path' ethos of sharing, respecting and enjoying the path by everyone. It is important that greenways are not just seen as active travel routes but as public amenity spaces where people can meet, relax, play or enjoy nature. This will require appropriate maintenance and management regimes and adequate integration of greenways with other modes of sustainable transport.

DEVELOPING A GREENWAY NETWORK

There has been some investment in greenways in recent years although this has been focussed in specific areas. Much of this has been driven at local level and on a cross-border basis through the sustainable transport theme in the INTERREG V programme. The aim of this Strategic Plan is to build significantly on that work and to create an asset which creates local and regional value and benefits.

In line with the commitment set out in the Bicycle Strategy, the former Department for Regional Development (DRD) engaged AECOM, in association with Sustrans, to develop a strategic approach to a shared Greenway Network. The AECOM report, upon which this Strategic Plan is based, provides full details of the development of the network and it can be accessed through the following link:

<https://www.infrastructure-ni.gov.uk/publications/aecom-greenways-report>

AECOM undertook a series of written consultations with the eleven local Councils and other organisations. This consultation with stakeholders demonstrated the cross-cutting nature of the outcomes and broad support for the development of a Greenway Network. It also suggested that active travel was the key benefit as it had the greatest potential to deliver volumes of users all year round, build activity into everyday life, improve accessibility, reduce congestion and improve air quality. However, the responses recognised that greenways also have important leisure and recreational aspects which also deliver strong health and wellbeing benefits for local people¹⁰. The potential for tourism was also highlighted. An important theme emerging from the consultation with other organisations was that the development of greenways should aim to deliver in the following areas:

¹⁰ 'Urban greenways have the potential to increase physical activity levels cost-effectively', European Journal of Public Health, Oxford University Press (2013)

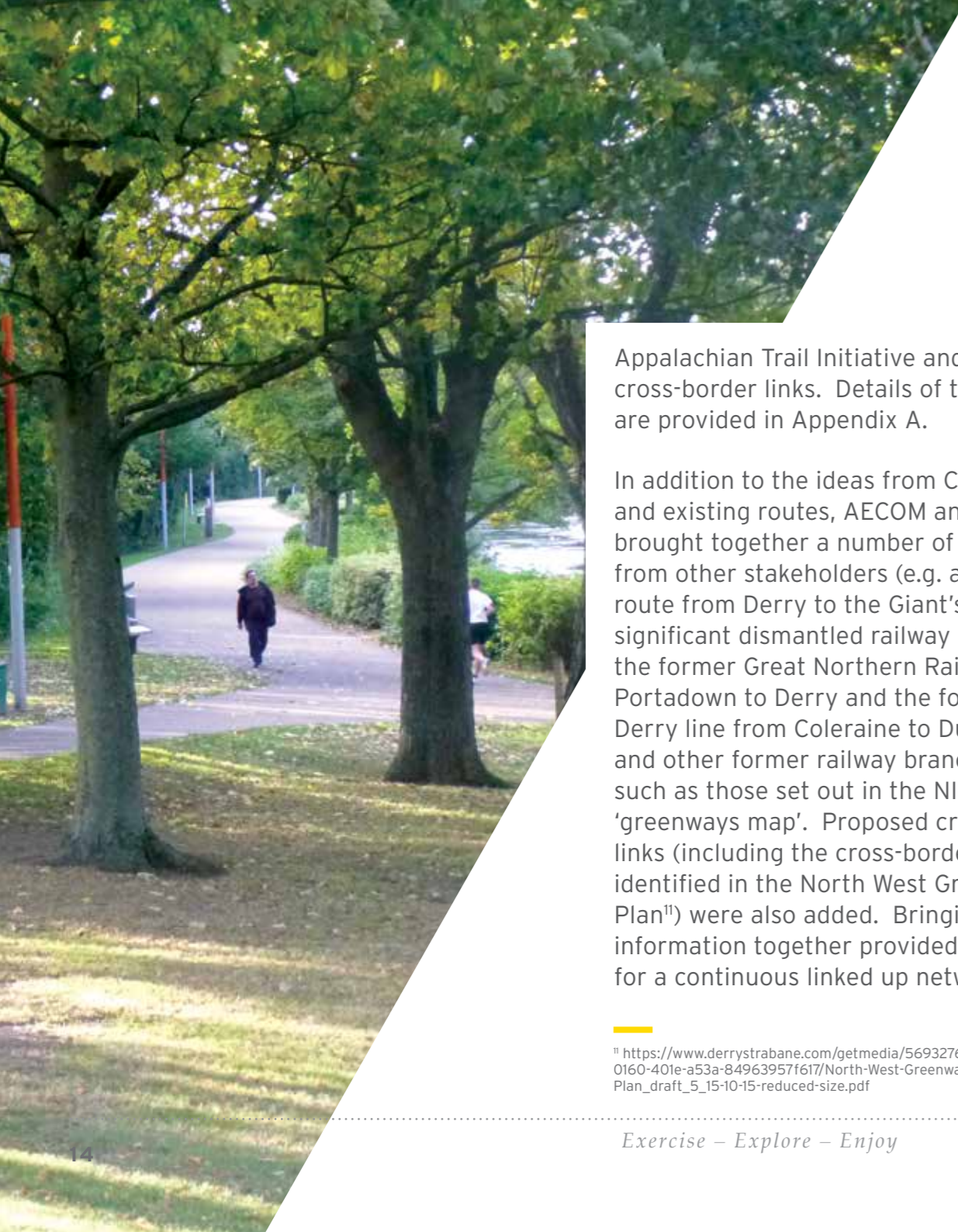
Exercise – Explore – Enjoy

- Safe, traffic-free routes
- Promotion of physical and mental health and well-being
- Access and connectivity for communities and visitors to enjoy and appreciate the natural and historic environment
- Realising the full value of our natural and historic environment to deliver long term prosperity
- Synergies with long term water / flood defences
- The climate change adoption plan
- Supporting infrastructure to encourage use by both locals and visitors

3.1 Greenway proposals

In the consultation exercise Councils provided their ideas on potential greenways in their areas and they identified 20 specific schemes, details of which are set out in the AECOM report. These schemes were generally located on disused railways, riverside paths, abandoned canal towpaths or flood embankments – all of which were relatively flat. However, the information provided by Councils was only one element in identifying an initial network. In themselves, they did not link together to create a regional network – even with the addition of existing greenways and other shared paths (e.g. the Foyle Valley Greenway, the Comber Greenway and the Newry Canal towpath).

Consideration was also given to other existing walking and cycling routes including EuroVelo Route 1, the National Cycling Network, the Ulster Way, the International



Appalachian Trail Initiative and other cross-border links. Details of these routes are provided in Appendix A.

In addition to the ideas from Councils and existing routes, AECOM and Sustrans brought together a number of suggestions from other stakeholders (e.g. a north coast route from Derry to the Giant's Causeway), significant dismantled railway routes (e.g. the former Great Northern Railway from Portadown to Derry and the former East Derry line from Coleraine to Dungannon) and other former railway branch lines - such as those set out in the NIGreenways 'greenways map'. Proposed cross-border links (including the cross-border routes identified in the North West Greenway Plan¹¹) were also added. Bringing all this information together provided the basis for a continuous linked up network.

¹¹ https://www.derrystarabane.com/getmedia/56932767-0160-401e-a53a-84963957f617/North-West-Greenway-Plan_draft_5_15-10-15-reduced-size.pdf

DEVELOPING A GREENWAY NETWORK

3.2 Other considerations

The development of greenways is not a precise science but there are a number of important issues to be addressed. These issues are set out in detail in chapter four of the AECOM report and include:

- Identification of Route Corridor
- Information Gathering
- Community Consultation
- Policy in Relation to Land Acquisition
- Planning the Route
- Costs and Funding
- Design Standards
- Behavioural Change

3.3 Assessment Methodology

A route assessment methodology was developed for the emerging network to

provide a basis to assess the 'relative benefit' of each of the routes considered. It sought to reflect the vision and objectives identified above together with the greenway features highlighted in the consultation with stakeholders. Estimated costs were also assessed. The assessment criteria are set out below. No weightings were applied to them.

3.3.1 Contribution to Network - the importance of the route in an overall network (including cross-border connections and EuroVelo1) as well as the improvement of existing routes (e.g. NCN).

3.3.2 Linkages - how well the route will link to schools, work, retail, leisure, places of interest (i.e. key signature projects) and thus generate journeys.

3.3.3 Technical - taking account of readily available information and the relative difficulty of the ground conditions, topography and terrain.

3.3.4 Business - the potential for the creation or expansion of business near the greenway. Tourism may be a good indicator of how business could be developed.

3.3.5 Culture / Tourism - the potential to attract visitors to an area by, for example, opening up an area to tourists. The scoring also reflects the route location with respect to the key signature tourist locations.

3.3.6 Health and Communities - an assessment of the contribution to active travel social interaction using the TRACC accessibility analysis to examine population data. Greenways linked to higher populated areas will score higher.

3.3.7 Environment - an assessment of the potential to deliver a reduction in vehicle emissions, noise and congestion (linked to modal shift). Routes close to urban areas are more likely to have commuter trips that could transfer.

3.3.8 Cost - it is difficult at an early stage to be prescriptive given the different factors that can influence cost but this was estimated in broad terms based on previous scheme costs and for comparative purposes (lower cost scores more highly) according to the following bands:

Low cost	Less than £50K/km
Medium cost	£50 - 150K/km
High cost	£150 - 200K/km
Very High	More than £200K/km

THE GREENWAY NETWORK

4

The scheme proposals identified by Councils were one source of information for the development of a Greenway Network. To this was added the details of existing greenways, the former railway network popularised by NI Greenways¹² and other potentially suitable routes such as canal towpaths and flood embankments. In order to ensure that the network would form part of a coherent all

island network, proposed cross-border links were included together with the cross-border routes identified in the North West Greenway Plan.

The Assessment Methodology was applied to 27 potential sections of greenway and the results from the assessment are summarised in **Appendix B**. The scoring

of these sections enabled the identification of a Primary Network and a Secondary Network (see **Figure 1**). It can be seen that EuroVelo Route 1 would be part of the Primary Network. **Table 1** summarises the approximate length and cost of the Primary and Secondary Network routes by assessment score.

Table 1 - Proposed Network and Indicative Costs

PRIMARY NETWORK	SCORE	LENGTH (km)	COST (£million)
Belfast to Craigavon	29	39	5.8
Belfast to Larne	26	36	1.8
Belfast to Newtownards	26	19	1.9
Craigavon to Enniskillen	25	97	14.6
Craigavon to Newry	25	37	5.6
Craigavon to Derry~Londonderry	24	115	17.2
Dungannon to Coleraine	24	97	14.5
Total		440	61.4

SECONDARY NETWORK	SCORE	LENGTH (km)	COST (£million)
Ballymena to Cushendall	22	30	4.4
Belfast to Bangor	22	19	1.9
Coleraine to Giants Causeway via Portrush and Bushmills	22	24	3.5
Derry~Londonderry to Coleraine	22	54	8.1
Macfin to Ballycastle via Ballymoney	22	30	4.4
Belfast to Carrickfergus	21	12	1.8
Belfast to Carryduff	21	9	0.9
Comber to Newcastle and Ardglass via Downpatrick	21	55	8.2
Mossley to Carrickfergus via Greenisland	20	12	1.2
Omagh to Enniskillen	20	40	5.9
Trillick / Ballinamallard (Bundoran Junction) to Belleek	20	24	3.6
Bangor to Newtownards Loop	19	32	4.8
Ballyclare (Doagh) to Draperstown via Antrim and Magherafelt	18	53	8.0
Ballyclare to Ballymena	18	25	3.7
Limavady Junction to Dungiven	18	14	2.1
Caledon to Maguiresbridge via Clogher Valley	17	51	7.7
Armagh to Newry via Markethill	15	28	4.2
Ballymena to Kilrea	14	25	3.8
Banbridge to Newcastle (including connection to Scarva)	14	36	5.4
Lisburn to Banbridge	13	23	4.5
Total		596	88.1
GRAND TOTAL		1036	149.5

¹² <https://nigreenways.com/about/>

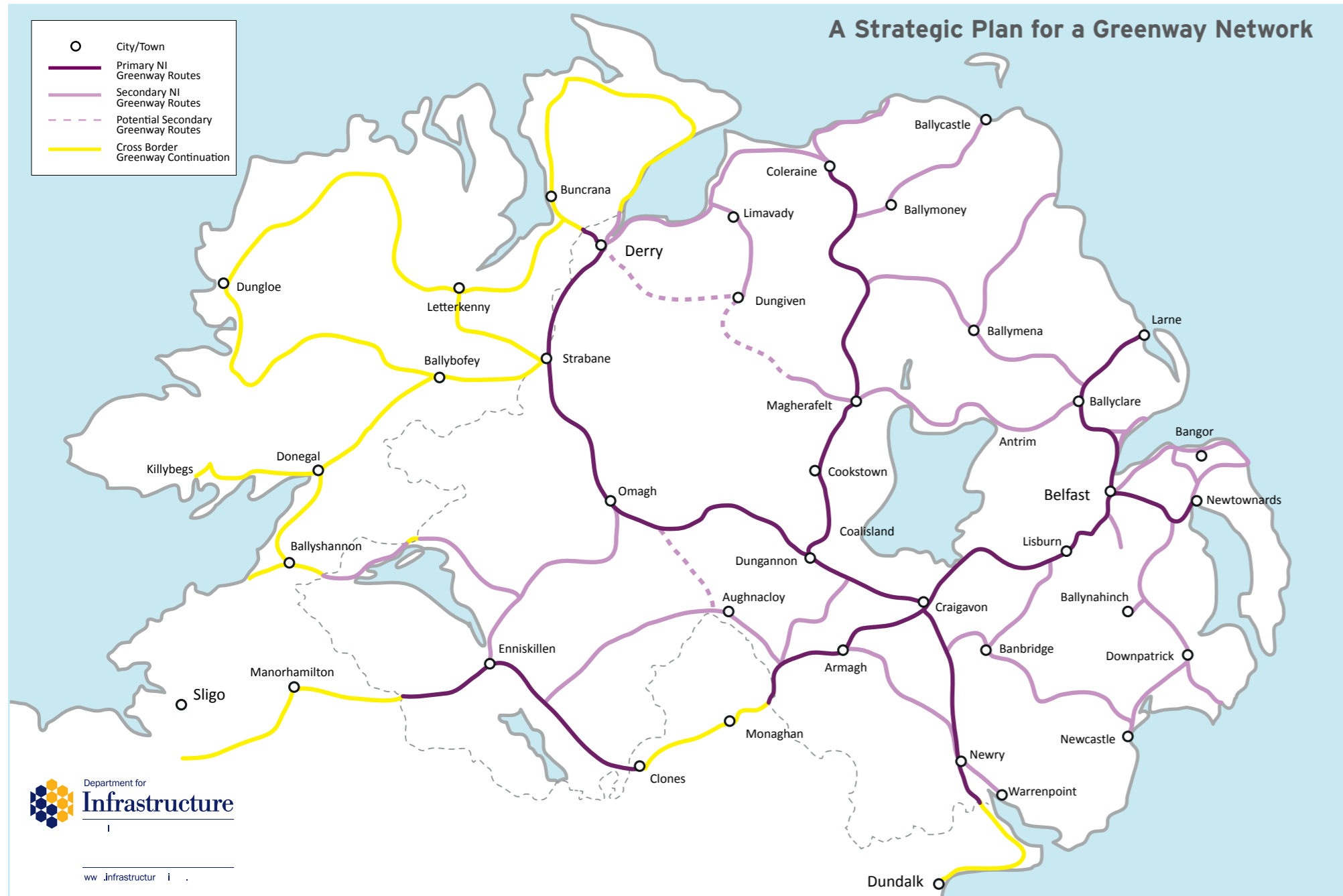


Figure 1. Map of Primary and Secondary Greenway Routes

THE GREENWAY NETWORK

Guidance on Engineering Standards

There are many available guidance documents with guidance on standards for the construction of greenways and these are identified in the AECOM report. Consideration of standards is guided by best practice with the aim of creating space and infrastructure that people will want to use and will feel comfortable when doing so.

In terms of construction, the features of most importance are: a gentle gradient; adequate width; and sufficient clearance on underpasses and bridges.

The number of users should influence the width of the greenway: in rural areas a 3.0m wide path may be adequate; in an urban environment with more users 4.0m is appropriate. This helps reduce conflict between different users. The Sustrans Handbook for Cycle-friendly Design¹³ provides good guidance and **Figure 2** summarises the different design considerations. Detailed information on standards is contained in the AECOM document. Guidance on three types of typical surface in provided in **Appendix C**.

¹³ http://www.sustrans.org.uk/sites/default/files/images/files/Route-Design-Resources/Sustrans_handbook_for_cycle-friendly_design_11_04_14.pdf

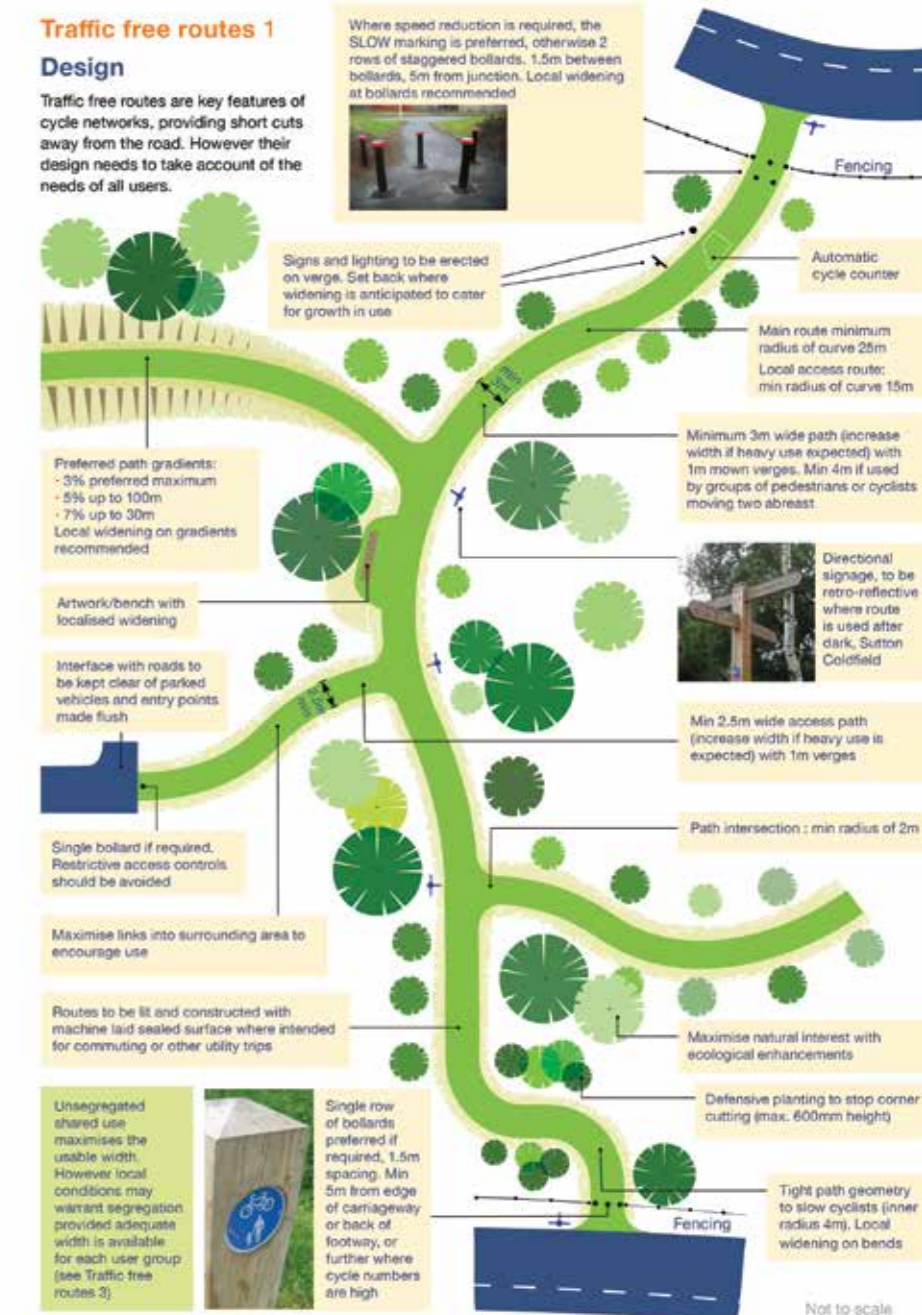


Figure 2. Design Considerations

THE WAY FORWARD

This Strategic Plan for Greenways identifies routes that should be explored to develop a Primary Greenway Network from which a Secondary Greenway Network could progressively extend across the region. The Primary Network would provide long distance connectivity and the Secondary Network would provide wider access to greenways. Future plans may provide for a third level network of community paths that would provide doorstep opportunities to connect local communities to their local green space and neighbouring communities.

5.1 The Primary Network

The Primary Network of around 400km includes many of the main areas of population and reaches some major tourist attractions. It provides the basis for a connected regional network. The East - West (Larne to Belcoo) route includes the east section of EuroVelo Route 1 (between Larne

and Craigavon). The North - South (Derry to Newry) route includes the west section. The Causeway Coast is reached via a Central route. The facilitation of a traffic-free EuroVelo Route 1 is an important priority.

This identification of the Primary Network is supported by the fact that several councils have already undertaken feasibility studies into greenways on some of these routes.

5.2 The Secondary Network

The Secondary Network of around 600km would extend the reach of the Greenway Network more widely. It includes some excellent routes and Councils may decide to develop these sections for more local reasons. It would not be the intention that all of the Primary Network must be completed before work begins on the Secondary Network. Some of these routes may be more easily designed.

5.3 Actions

The purpose of the Strategic Plan for Greenways is to develop a network that allows people to travel to places locally, regionally and nationally by walking and cycling. This will provide opportunities for people to cycle and walk to work, school and other places. It will also provide opportunities to cycle and walk for leisure and recreation, helping develop the local visitor economy, improving social cohesion within and between communities and ultimately improving the health and wellbeing of the population.

In support of this, the Department for Infrastructure has developed a Small Grants Programme for the development of greenway schemes. This competitive scheme is aimed at providing support for councils to work up projects that will contribute to a step change in greenway provision.

The programme is a three stage competition which will provide funding for successful Councils to develop feasibility studies and detailed designs for assessment.

Further work on a capital grant scheme is being considered by the Department to assist in the delivery of greenway schemes.

Councils have a key role in the delivery of the Greenway Network. The purpose of this Strategic Plan is to provide a framework to assist Councils and other bodies to develop their own local schemes as part of a Greenway Network for the entire region. The purpose of the grants programme is to provide some assistance from central Government.

However, funding has been made available under the INTERREG V Programme for 2014 - 20 with sustainable transport and cross-border greenways as a key operational theme - to encourage modal shift away from the private car to walking and cycling.



THE WAY FORWARD



5.4 Targets

In the delivery of this Strategic Plan we have set out specific targets as follows:

1. To have 75% of the Primary Network delivered by 2026.
2. To have 25% of the Secondary Network delivered by 2026.
3. To increase the number of journeys made on the Greenways Network and the National Cycle Network to 50 million by 2026.

5.5 Conclusion

The development of an extensive Greenway Network can bring many benefits not just in response to transportation needs but also in respect of environmental, social and physical wellbeing and economic needs. These benefits are integrated with the development of the current draft Programme for Government 2016 - 21. It is clear that a strategic Greenway Network can help deliver against many of the Programme for Government outcomes and underlying strategy and policy documents such as the Regional Development Strategy, A New Approach to Regional Transportation, Making Life Better and the Bicycle Strategy.

The Strategic Plan provides a framework for the development of a Greenway Network that reaches into all areas throughout the region, providing a safe and secure environment for all of our citizens to become more active, to improve their health and wellbeing, to access both town and countryside and to improve local areas and the local economy. Investment in a Greenway Network has the potential to deliver outcomes that will benefit us all and provide a positive return for future generations.



APPENDIX A

EXISTING CYCLING AND WALKING NETWORKS

EuroVelo

EuroVelo, comprises fifteen routes totalling 60,000km which connect the whole of the European continent. It will be substantially complete by 2020. EuroVelo Route 1, the Atlantic Route, stretches from Scandinavia to Portugal. It passes from Larne to Co Donegal via Belfast, Craigavon and Derry~Londonderry. Developing a traffic-free EuroVelo Route 1 would encourage more people to cycle here.

The National Cycle Network

The National Cycle Network (NCN) is around 1,600km but around 85% of it is on-road. The rest is on quiet roads. The NCN includes regional routes which are often themed for the area they traverse (e.g. the Inis Eoghain Cycleway and the Kingfisher Trail). Transferring most of the NCN to traffic-free

routes has the potential to greatly increase its use.

The Ulster Way

This 1,000km circular walking route is predominately off road and some is also well known greenway sections of the NCN (e.g. the Lagan and Newry Towpaths and the North Down Coastal Path).

The International Appalachian Trail initiative (IAT)

The IAT (<http://iat-sia.org/>) has chapters across the world and has established a route from Killybegs, Co Donegal to Larne, Co Antrim (<http://www.walkni.com/iat/>) - similar to the EuroVelo concept.



EuroVelo



The National Cycle Network



The Ulster Way

The International Appalachian Trail

APPENDIX B ASSESSMENT OF GREENWAY ROUTES

Table 1 - Assessment Criteria

Criterion	Contribution to Network	Linkages	Technical	Business	Culture / Tourism	Health and Communities	Environment	Cost	Total Score	
How it is scored	1-5 - positive impact on increasing scale		substantial, moderate, minor (1, 2 or 3)	1-5 - positive impact on increasing scale				1 - 4 (see text)		
Route Section Scoring Range	1-5	1-5	1-3	1-5	1-5	1-5	1-5	1-4	1 - 37	
1	Belfast to Craigavon	5	4	1	4	4	5	4	2	29
2	Belfast to Larne	5	3	3	3	2	3	3	4	26
3	Belfast to Newtownards	4	3	3	3	3	3	4	3	26
4	Craigavon to Enniskillen	5	4	1	4	4	3	2	2	25
5	Craigavon to Newry	4	4	1	4	4	4	2	2	25
6	Craigavon to Derry~Londonderry	4	3	1	3	4	4	3	2	24
7	Dungannon to Coleraine	4	4	1	3	4	4	2	2	24
8	Ballymena to Cushendall	3	2	1	4	5	3	2	2	22
9	Belfast to Bangor	3	3	2	2	3	3	3	3	22
10	Coleraine to Giants Causeway via Portrush and Bushmills	4	3	2	3	4	2	2	2	22
11	Derry~Londonderry to Coleraine	3	3	2	3	4	3	2	2	22

Table 1 - Assessment Criteria

Criterion	Contribution to Network	Linkages	Technical	Business	Culture / Tourism	Health and Communities	Environment	Cost	Total Score	
How it is scored	1-5 - positive impact on increasing scale		substantial, moderate, minor (1, 2 or 3)	1-5 - positive impact on increasing scale				1 - 4 (see text)		
Route Section Scoring Range	1-5	1-5	1-3	1-5	1-5	1-5	1-5	1-4	1 - 37	
12	Macfin to Ballycastle via Ballymoney	3	2	1	4	5	3	2	2	22
13	Belfast to Carrickfergus	2	3	3	2	3	4	2	2	21
14	Belfast to Carryduff	2	3	1	2	3	3	4	3	21
15	Comber to Newcastle and Ardglass via Downpatrick	3	3	1	3	4	3	2	2	21
16	Mossley to Carrickfergus via Greenisland	2	3	2	2	2	3	3	3	20
17	Omagh to Enniskillen	4	2	1	3	3	3	2	2	20
18	Trillick/Ballinamallard (Bundoran Junction) to Belleek	4	2	1	3	4	2	2	2	20
19	Bangor to Newtownards Loop	2	3	1	2	3	3	3	2	19

Table 1 - Assessment Criteria

Criterion	Contribution to Network	Linkages	Technical	Business	Culture / Tourism	Health and Communities	Environment	Cost	Total Score
How it is scored	1-5 - positive impact on increasing scale		substantial, moderate, minor (1, 2 or 3)	1-5 - positive impact on increasing scale				1 - 4 (see text)	
Route Section Scoring Range	1-5	1-5	1-3	1-5	1-5	1-5	1-5	1-4	1 - 37
20 Ballyclare (Doagh) to Draperstown via Antrim & Magherafelt	3	1	1	3	3	3	2	2	18
21 Ballyclare to Ballymena	2	1	1	3	4	3	2	2	18
22 Limavady Junction to Dungiven	3	2	1	3	3	2	2	2	18
23 Caledon to Maguiresbridge via Clogher Valley	1	3	1	3	2	3	2	2	17
24 Armagh to Newry via Markethill	2	2	1	2	2	2	2	2	15
25 Ballymena to Kilrea	2	1	1	2	2	2	2	2	14
26 Banbridge to Newcastle (including connection to Scarva)	1	1	1	2	3	2	2	2	14
27 Lisburn to Banbridge	1	2	1	2	2	2	2	1	13

APPENDIX C

GUIDANCE ON THREE TYPES OF TYPICAL SURFACE

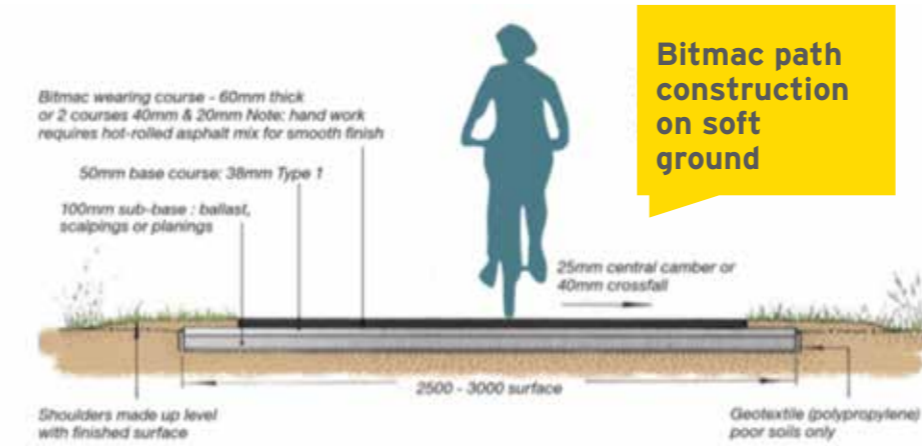


Fig. 1 Bitmac path construction on soft ground

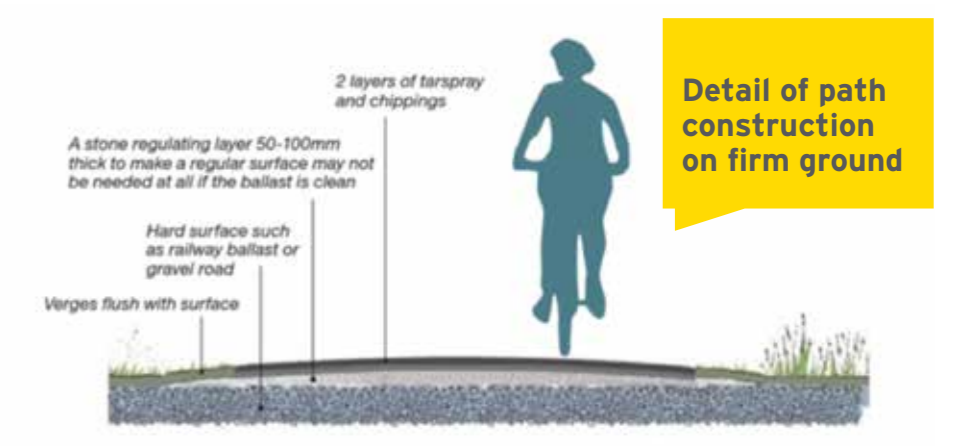


Fig. 2 Detail of path construction on firm ground

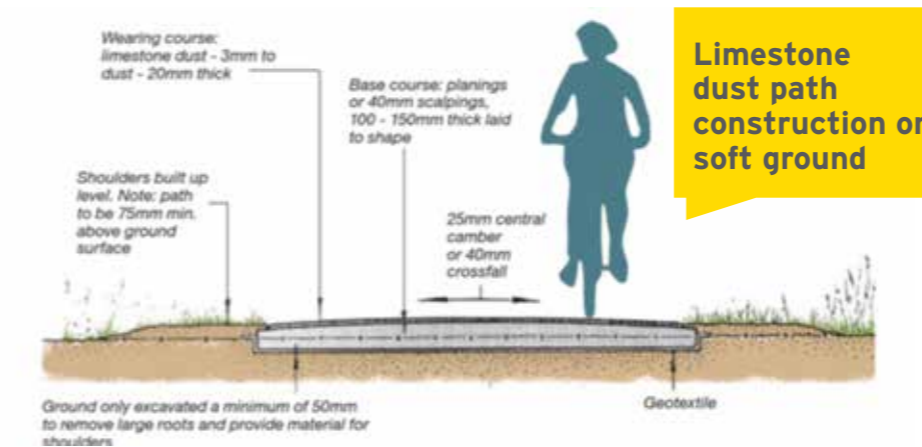


Fig. 3. Limestone dust path construction on soft ground

APPENDIX D

LIST OF CONSULTEES

Antrim and Newtownabbey
Borough Council

Ards and North Down
Borough Council

Armagh City, Banbridge and Craigavon
Borough Council

Belfast
City Council

Causeway Coast and Glens
Borough Council

Derry City and Strabane
District Council

**Department of Culture,
Arts and Leisure**

Department of the Environment
(NI Environment Agency)

Fermanagh and Omagh
District Council

Lisburn and Castlereagh
City Council

Mid and East Antrim
Borough Council

Mid Ulster
District Council

Newry, Mourne and Down
District Council

NI Environment Link

Outdoor Recreation NI

Public Health Agency

Tourism NI

Waterways Ireland



Exercise *Explore* *Enjoy*

A STRATEGIC PLAN
FOR GREENWAYS

NOVEMBER 2016

**If you require this document in an
accessible format please contact us.**

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