

# COLIN ACTIVE TRAVEL NETWORK STUDY

July 2018





## Executive Summary

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Many current Government strategies, from transport, health and urban regeneration outline the significant benefits to local people of active travel and greenways. There is evidence in parts of Belfast that where high quality routes are built people will walk and cycle more for everyday journeys. Over the next few months and years the Colin area is undergoing significant positive change, with projects that include the BRT Glider, the new park in Colin and the Brook Activity Centre. In order to maximise the potential for local people to access these facilities and to enjoy additional recreational opportunities, a high quality Active Travel Network is needed. This report outlines a proposed 27 kilometre network and estimates the cost of developing this at over £4m. Through the consultation we carried out in Colin during the production of this report, it is clear that the development of an Active Travel Network is strongly supported and people are keen to see work starting in the near future.

Colin Urban Village area has approximately 25,000 residents which is the population of a medium size town. Colin has a high proportion of young people with 50% under 25 years old and nearly a third under 16. It is a compact area, hilly in places, but with most journeys potentially made by a 30 minute walk and 10-15 minute cycle from the Colin Town Centre.

The area is well served by primary schools and small shops. However for a population of this size it has limited facilities, particularly the lack of a high quality shopping centre, medical centre and an inadequate number of post-primary school places. Getting to many services involves a trip outside the Colin area which is a cost to local residents. The area is well serviced by taxis and metro bus. There is evidence of some walking trips but at present very few adult cycling trips.

Greenways have proven to be popular in areas of Belfast over recent years. West Belfast does not yet have greenways and there is demand for these from local politicians, the West Belfast Partnership Board and the Colin Neighbourhood Partnership.

Developing active travel helps meet all of the six Urban Village aims and objectives which include: creating attractive thriving places for residents and visitors; improving internal and external access and creating welcoming places where people feel safe and connected.

The areas with the oldest housing stock (Twinbrook and Poleglass) have a considerable network of traffic-free paths and plenty of green space. In general these paths are in poor condition and are not well maintained, possibly as they are not easily accessible by Council mechanical sweepers.

Over the next few years there will be some significant developments in the Colin area and these provide significant opportunities to develop and promote active travel.

In September 2018 the Belfast Rapid Transit – Glider service will provide very high quality public transport with a route through West Belfast, the City Centre and onto East Belfast. This will be accessed at a new Transport Centre in Colin Town Centre. There will be no public car parking at this location and users will be encouraged to access the Glider by walking, cycling and bus feeder services.

The new park in Colin will see a network of high quality paths which will form a significant focal point for the Active Travel Network. The Brook Activity Centre and the Old Golf Course Road Park are important planned destinations.

An Active Travel Network is vitally important to enable people to walk and cycle to all these local destinations. It is also extremely important to connect the Colin area to Lisburn and Belfast by linking into other greenways such as the Lagan Towpath.

This report outlines proposals for the Colin Active Travel Network. Three categories of routes have been specified; firstly greenway routes which are traffic free paths away from roads; secondly traffic free segregated routes alongside roads, and thirdly on street routes – primarily residential roads which would benefit from 20mph speed limits and improved traffic calming measures.

The proposed network links all housing areas to each other and links residents to all destinations in the Colin area. All of the paths also converge in Colin Town Centre with paths to the new Transport Centre, Town Square and the proposed Community Hub.

We have identified 27 kilometres of paths and have suggested a cost estimate of £4,228,000.

Once built, this network creates the potential for a significant number of walking and cycling journeys. We suggest that in parallel with infrastructure improvements a behavioural change programme, staffed by Active Travel Officers, is put in place to support, encourage and train people to make more active journeys. This programme would include staff working with schools, workplaces and communities. The officers would engage with users and promote led walks, cycle training, bike provision and bike maintenance courses as well as providing route planning for active travel and public transport. It should be noted that St Kieran's Primary School, which is in the Sustrans Active Schools Travel programme finished an impressive 4<sup>th</sup> place in a UK wide competition of 500 schools in the Big Pedal 2018 Challenge. In developing the area for active travel it is encouraging to know there is significant potential.

It is possible to begin the construction works in the near future and we have suggested a first phase of routes. Consultation has taken place with the Colin Neighbourhood Partnership and their sub groups and there is strong support to take forward the delivery of the active travel network at the earliest opportunity.

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# 1 Background Information

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## 1.1 Aims and Objectives of Urban Villages

The Colin area is one of five Urban Village areas designated by the Northern Ireland Executive. The aims of the initiative are to foster positive community identities, build community capacity and improve the physical environment. To meet these aims, a set of objectives and outcomes have been identified which will inform investment decisions and actions. These include:

- Creating attractive and thriving places for residents and visitors
- Improving internal and external access within and to the Urban Villages
- Encouraging shared spaces
- Encouraging trust and relationships
- Creating welcoming places where people feel safe and connected, regardless of religious or ethnic background
- Encouraging and supporting communities to express their views and influence what happens in their areas

## 1.2 The Colin Area

The Colin area includes six distinct housing areas, Twinbrook, Poleglass, Lagmore, Mount Eagles, Stewartstown Road and Dunmurry Lane and Kilwee (*Map 2*). Some 25,000 people live in the area and it is serviced by some eight schools, one main shopping area, one GP surgery and three pharmacies. One third of residents are under 15 years old. A lot of journeys to access everyday needs, such as post primary education and banks, building societies and leisure facilities, are made to destinations outside the Colin area due to a lack of local facilities.

## 1.3 Existing Path Network

Map 1 illustrates the extensive existing path network that offers the opportunity to build the network upon. There is some 11.2 km of traffic-free paths, most of which are in poor condition. It also highlights the extensive open space available for development of new paths. The range of destinations for active travel journeys are also shown on the map.

## 1.4 Belfast Rapid Transport (BRT) / Public Transport

The Colin area is currently serviced by metro bus services. Public transport is very important to the Colin area as currently many facilities such as schools, employment and shopping destinations lie outside of Colin. From September 2018 the new Belfast Rapid Transit (BRT) – Glider service will begin and will service the Colin area. This high frequency, reliable bus will run along the Stewartstown Road and Falls Road and will extend to Dundonald in east Belfast, passing through Belfast City Centre. It will also link Colin to destinations in East Belfast including the Ulster Hospital. This is important as Colin residents are within the South Eastern Health and Social Care Trust and may have to go to the Ulster Hospital for services.

When BRT - Glider comes into operation in September 2018 feeder and/or complementary bus services will be provided with appropriate interchange facilities and co-ordinated timetables. The feeder buses will serve all residential areas and will integrate with BRT – Glider at Colin Connect Transport Hub.

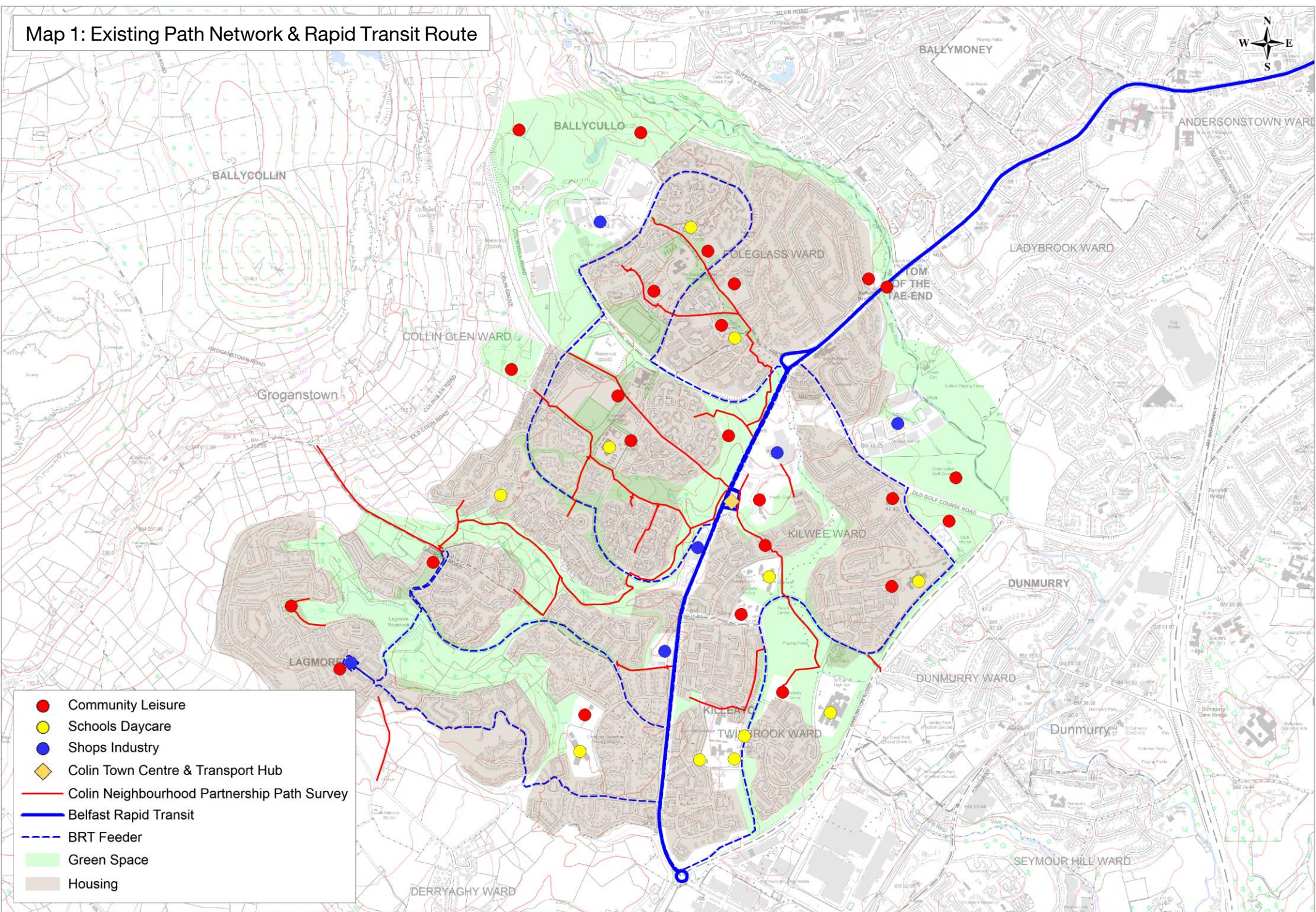
The Active Travel Network aims to link all residential areas to the Colin Connect Hub so that people can walk and cycle to the BRT – Glider system. There will be high quality secure cycle parking for up to 40 bikes at the Transport Hub.



Figure 1 - The Colin Area



# Map 1: Existing Path Network & Rapid Transit Route



- Community Leisure
- Schools Daycare
- Shops Industry
- ◆ Colin Town Centre & Transport Hub
- Colin Neighbourhood Partnership Path Survey
- Belfast Rapid Transit
- - - BRT Feeder
- Green Space
- Housing

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## 1.5 Current / Proposed Developments

- a) Belfast City Council in conjunction with Urban Villages have been developing a design for a new park in Colin. (see *appendices for proposal details*)
- b) Other key proposed developments include The Brook Activity Centre, funded under the Council's Transforming Leisure investment and the development of a park at the Old Golf Course Road. (see *appendices for proposal details*)
- c) The Colin Glen Trust have plans to create an activity centre near the lake with a toboggan, zip wire and accommodation.

## 2 The Brief

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The study is intended to explore the provision of active travel routes through Colin and its connecting neighbourhoods, creating connections to both the BRT Transport Hub and the draft Belfast Bicycle Network. The study will act as a pilot for developing Active Travel schemes in the other Urban Village areas.

Specific requirements:

- Investigation of the feasibility of new or improved direct active travel routes linking to the new BRT Transport Hub on the Stewartstown Road.
- Consideration of potential Greenway routes already identified as part of a desktop exercise.
- Engagement with the community to ensure the study has community support.
- Preparation of a detailed report on research findings practicality in terms of delivery costs and predicted neighbourhood benefit.

### 3 Our Approach

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In response to the brief the project team have undertaken the following tasks:

#### **Desk research:**

- Identification of housing areas, schools and day care, shops and industry, community and leisure buildings and proposed developments.
- Path audit map provided by Colin Neighbourhood Partnership (CNP) and Belfast Hills Partnership.
- Supply of routes for Belfast Rapid Transit and BRT bus feeder routes from DfI.
- Provision of plans for Councils' schemes from Belfast City Council and AECOM.
- Provision of the report "A New Town Centre for Colin" Public Consultation Report 2013 and "Colin, Belfast Schools' Consultation Exercise" by Prince's Foundation.

#### **On site survey:**

- On site surveying by bicycle of all strategic pathways and roads along strategic corridors.
- Survey of a selection external linkages.
- Survey of links to Belfast Hills and allotments with Belfast Hills Partnership.

#### **Consultation:**

- Meeting with DfI Walking and Cycling Unit on external linkages.
- Meeting with Belfast Hills Partnership about possible external linkages.
- Meeting with Rose Crozier and team in Belfast City Council to assess Council led schemes.
- Meeting with AECOM on possible external linkages under Open Spaces Strategy and Interreg IV.
- Meeting with Colin Neighbourhood Partnership (Annie Armstrong and Michael George) to discuss community audit and initial concept plans.
- Meeting with Colin Neighbourhood Partnership Environment Sub-Group to discuss concept plans. Feedback received. This group has representatives from government bodies and community reps.



## 4 Key Issues and Opportunities Identified

### 4.1 SWOT Analysis

We undertook a SWOT analysis of the area based on the survey information gathered and have produced a draft Network Masterplan. Initial concept ideas were presented to the client and comments /feedback received and incorporated into the final draft document

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Extensive open space in public ownership</li> <li>• New proposed developments</li> <li>• Potential to create direct links between housing and community facilities</li> <li>• Existing traffic free network</li> <li>• Quiet residential roads</li> </ul>	<ul style="list-style-type: none"> <li>• Topography in the west of Colin</li> <li>• Heavy dependency on taxis</li> <li>• New housing layouts enclosed and less encouraging to active travel</li> <li>• Path network in very poor condition</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• To create an extensive network of linked cycling and walking routes</li> <li>• Links directly to the Transport Hub</li> <li>• Links between communities and community facilities</li> <li>• Integrated network with other proposed development</li> <li>• To promote active travel within communities</li> <li>• To promote active travel at the new transport hub</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of appropriate maintenance</li> <li>• Failure to incorporate the network into development</li> <li>• Security fencing / safety concerns</li> <li>• Paths not accessible to all legitimate users</li> </ul>

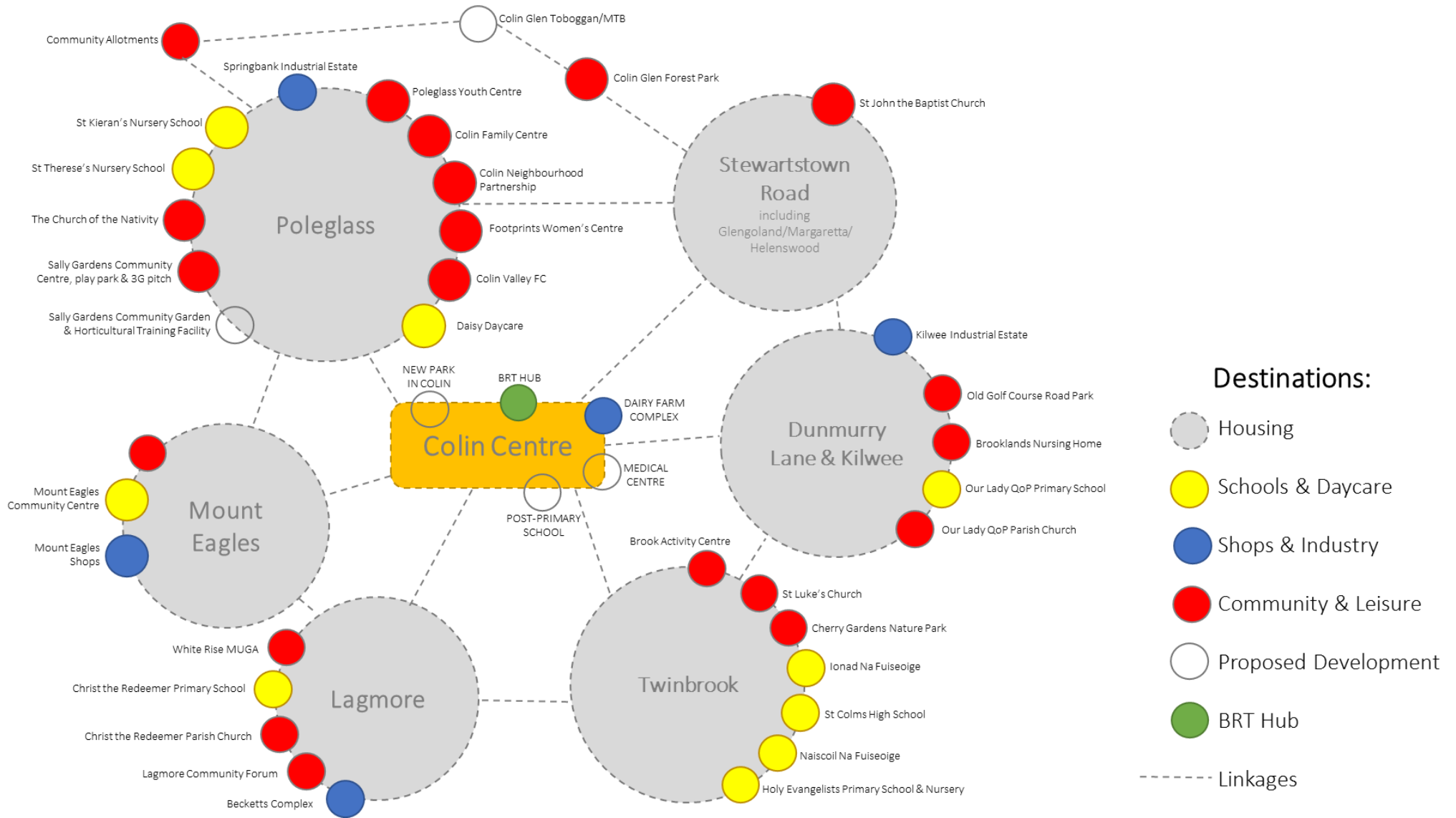
## 4.2 Destinations/Linkages Concept Plan

Our research and analysis demonstrated the opportunity to not only create direct linkages between the residential areas and the transport hub, but also the potential to create linkages between residential areas and within residential areas, including links between community facilities including schools, workplaces, shops, health centres and other local destinations.

There is a strong desire from the community for new large scale developments in Colin Town Centre, for a new leisure facility and a post primary school, both located in a more central location.

Map 2 identifies areas of housing and their locations relative to one another. Within each area we have identified key destinations - places people travel to and from on a daily basis. We have conceptually demonstrated required linkages to ensure that these areas are easily accessible for walking and cycling.

Map 2: Destinations/Linkages Concept Plan



### 4.3 How the Linkages can be Achieved



#### GREENWAY ROUTES

As well as the opportunity to create new linkages using the extensive open space, there are a series of existing traffic-free routes that were incorporated into the original residential layouts. For a variety of reasons many have become almost redundant or unusable. This plan presents the opportunity to reinvigorate these paths and join them into a co-ordinated Colin wide network.

- Greenways, off-road, no vehicular traffic
- 4m wide preferable – 3m minimum
- Lighting
- Machine laid bitmac or equivalent
- Accessible for all users including wheelchairs, prams, bike trailers
- Gradient maximum 1:20 preferred
- Shared space and no segregation between users
- Planting to encourage wildlife, biodiversity
- Artwork
- Litter bins, doggie bins and seating
- Well maintained regularly swept paths
- Salted in winter
- Promotion of One Path, Share Respect and Enjoy message





## TRAFFIC FREE SEGREGATED SHARED-USE PATHS

Many of the roads within Colin have been designed and developed with generous verges and often footpaths. This space presents the opportunity to create and develop the network further and provide traffic free routes for walking and cycling segregated from the roads. There are also sections of wide road such as Summerhill Road where space could be reallocated to widen the path.

- Segregated from traffic
- 3m wide
- Machine laid bitmac or equivalent
- Lighting
- Grass Separation from road, potential for wildflowers
- Pedestrian and cycle priority at minor roads

### NOTE

In certain locations and situations in the future where for example there is high usage it may be appropriate to consider segregating pedestrians and cyclists. However we do not recommend this now.



## ON STREET

The third level of provision in effect already exists in some areas in the form of quiet residential streets where lower volumes of slower traffic connect with individual houses. However there is an opportunity to enhance these streets to improve the safety and attractiveness for walking and cycling.

These quiet streets can then lead to traffic-free routes along the main road network but also link into the major greenway network.

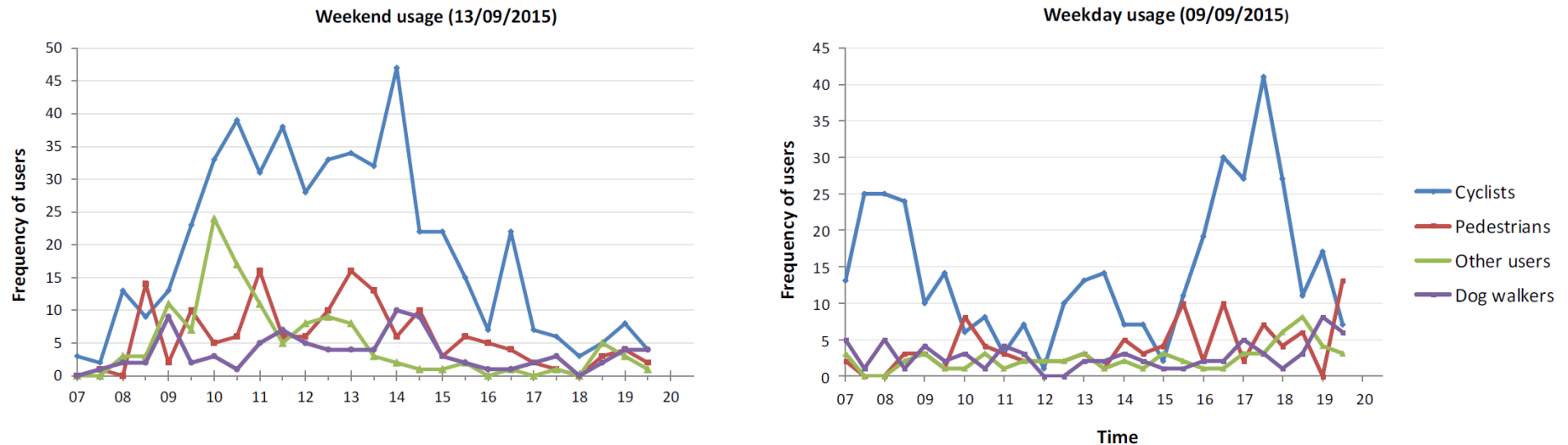
- Quiet streets
- Traffic calming measures
- Mandatory 20 MPH
- Street trees
- Community involvement in planning
- Special focus around schools, shops, community facilities

#### 4.4 A Network for Walking and Cycling

The network should be planned, designed and developed to accommodate both walking and cycling. Our research from elsewhere demonstrates usage of similar routes/networks to be:

- 59 % cyclists
- 17 % walkers
- 11 % dog walkers
- 13 % others (joggers, scooters etc)

The network is inclusive and can be used by different groups in different ways throughout the day. Each Greenway will have its own users profile. The graphs below show results of intercept surveys carried out on the Comber Greenway in 2015. The usage patterns vary by user groups, at different times of the day and the week. For example cycle usage peaks at commuting time during the week but at the weekend usage is highest between 10am and 3pm. The highest pedestrian and dog walker usage is after tea time around 7pm in the evening.



These patterns support the proposals not to segregate the user groups but rather address and develop good relationships and understanding between them.

## 5 The Network

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### 5.1 Aim and Objectives

#### AIM:

The creation of a network of linked paths and active travel centre connecting people with places, promoting and supporting active travel (walking and cycling).

#### OBJECTIVES:

- Connecting communities
- Connecting people to public transport
- Connecting people to community facilities + shops
- Creating linkages to the wider Belfast and Lisburn cycling and walking network
- Providing safe routes to school
- Improving health through active travel
- Improving the environment, reducing congestion and improving air quality
- Providing access to employment
- Supporting the existing local economy
- Creating new job opportunities



## **5.2 Network Overview**

Map 3 illustrates the proposed Colin Active Travel Network. It shows two categories of routes – Greenways and Segregated Paths and shows the destinations that will be linked by the Network. Due to the scale of the map we do not show the on street network but rather a sample is highlighted in Map 4.

## **5.3 Proposed Network with Streets**

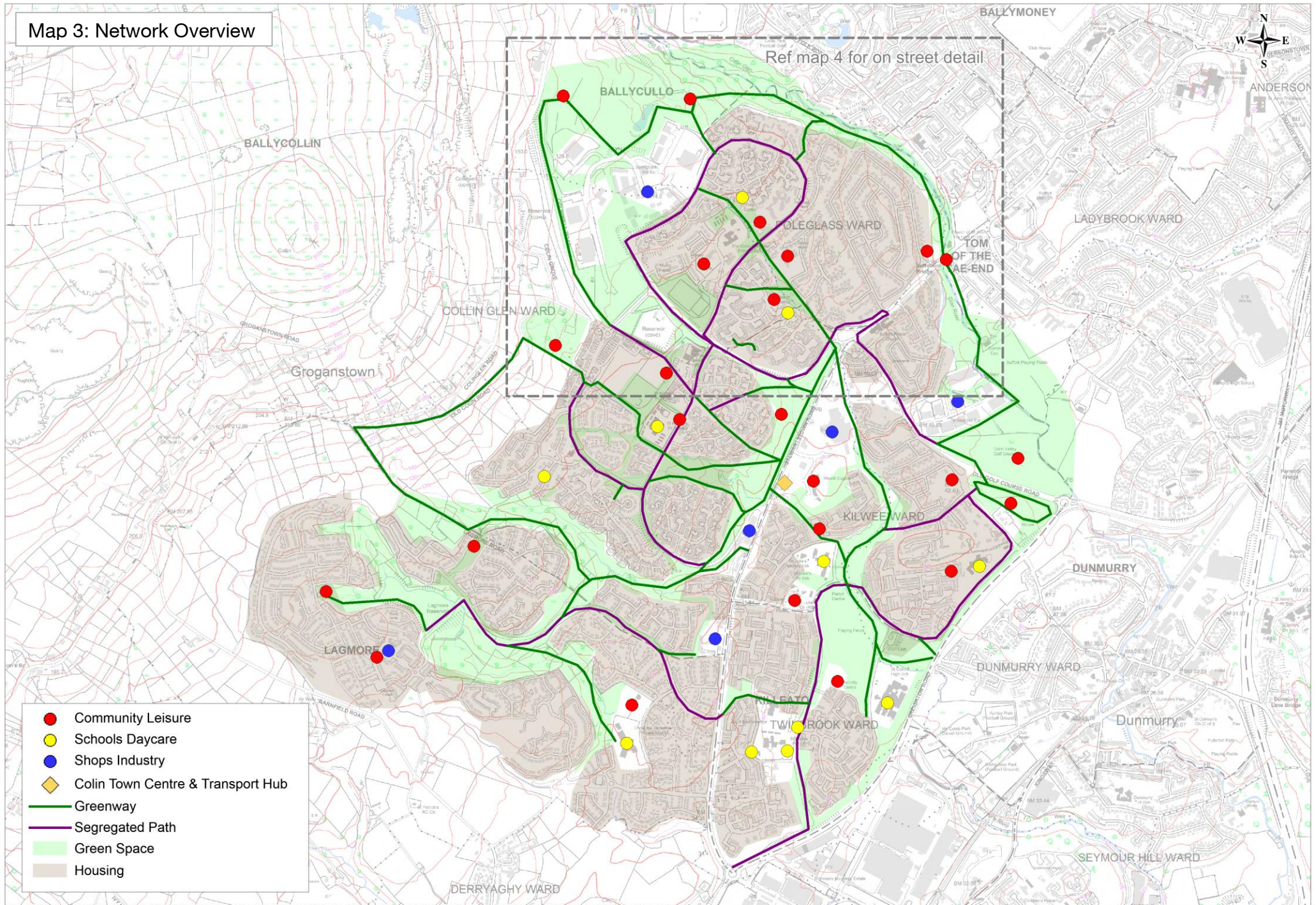
Map 4 illustrates the proposed Active Travel Network including the network of on street routes. We have picked a sample area in the north east of Poleglass and Glengoland. The aim is to ensure that all residential street in the Colin area are safe and attractive for walking and cycling.

## **5.4 Colin Town Centre Greenway Network**

Map 5 illustrates how the new and emerging Colin Town Centre including the BRT Transport Hub will be linked by the network of active travel routes. Once complete routes will radiate to and from the Transport Hub from all areas of Colin.



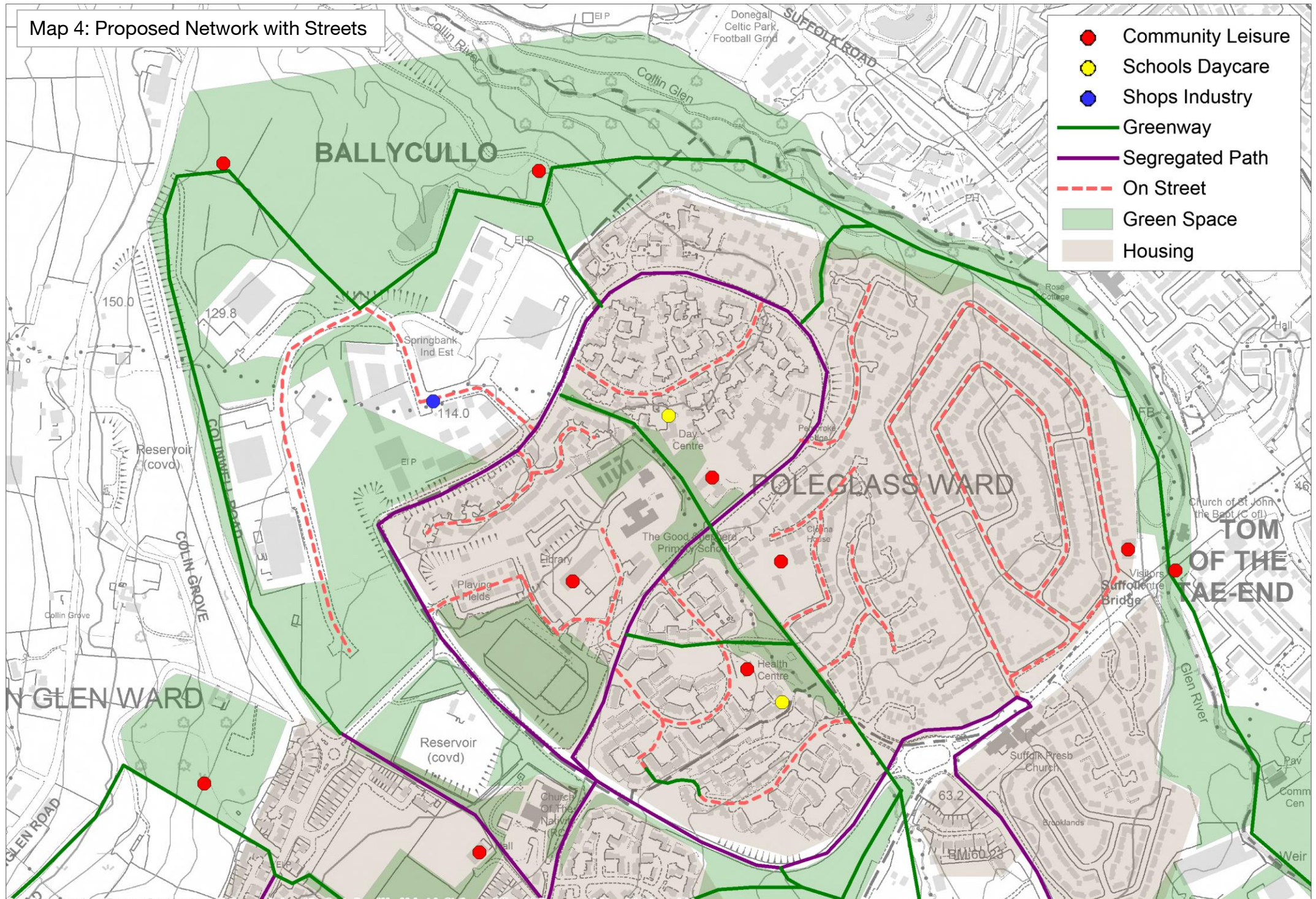
# Map 3: Network Overview



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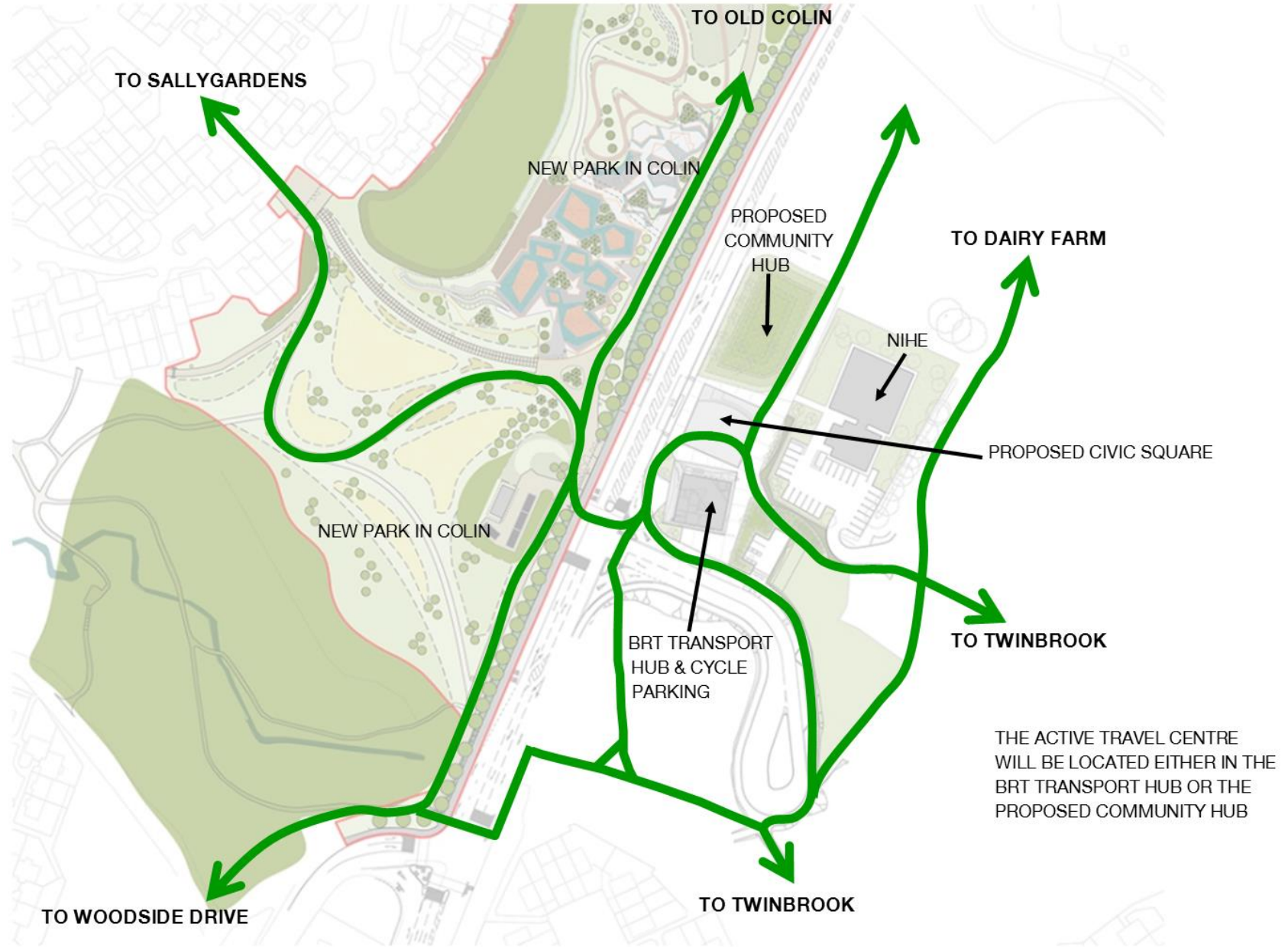
Map 4: Proposed Network with Streets



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Map 5: Colin Town Centre Greenway Network





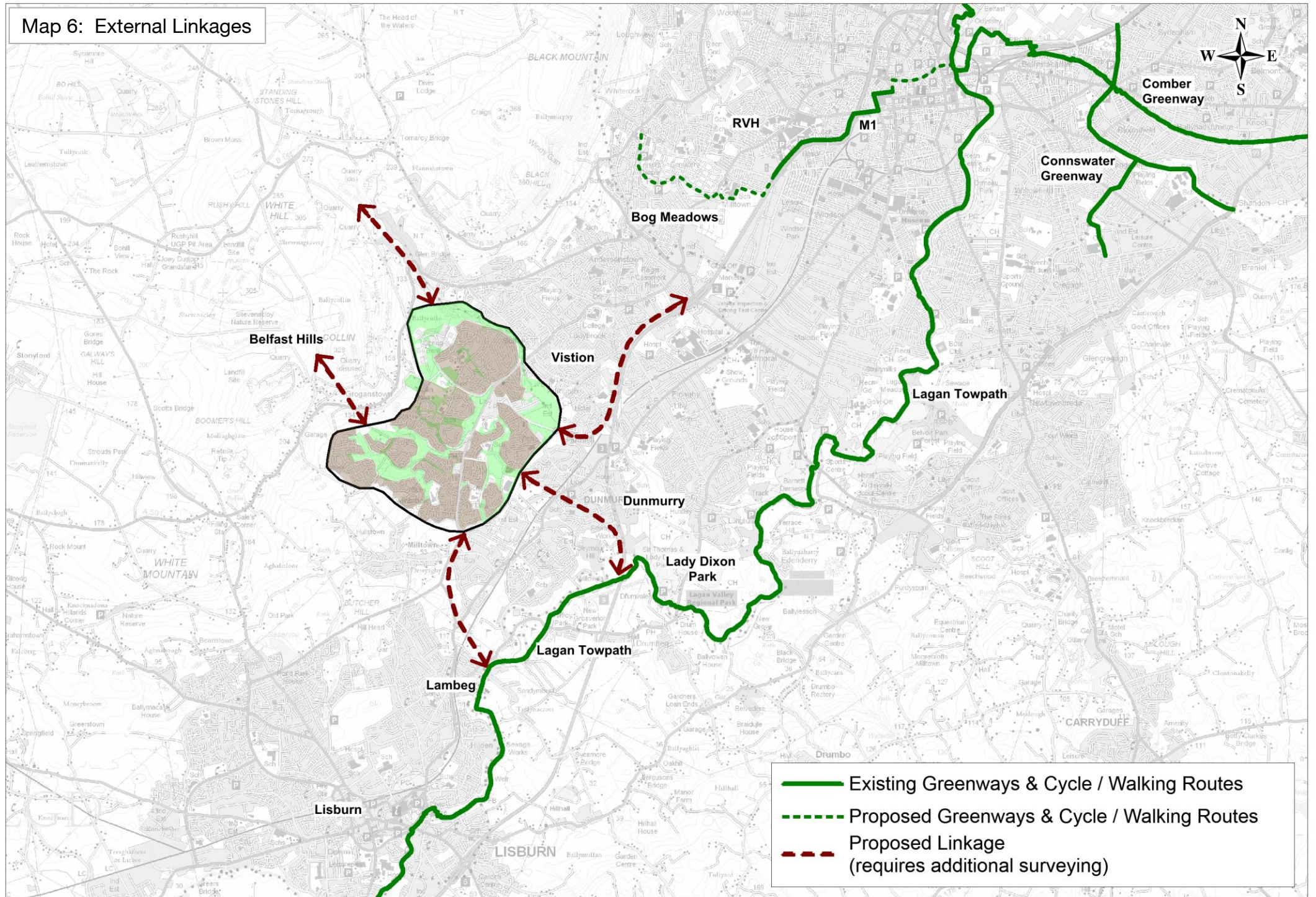
## 5.5 Connecting to the Wider City Network

While the focus of the study is the development of a walking and cycling network within the Colin area, it is important to consider how this local community network relates to the existing and proposed walking and cycling networks in Belfast and Lisburn. Those linkages will help promote both commuting and leisure cycling. Unlike the east, south and north of Belfast, west Belfast does not have strategic greenways. There is interest from local Councillors and the West Belfast Partnership Board to progress greenways in West Belfast and the DfI Draft Belfast Bicycle Network identifies routes to the west of the city. Belfast City Council is developing greenways that include routes in Whiterock and Upper Springfield. Lisburn has the popular Lagan Towpath route passing close to the city centre and there is currently work underway to link the Lagan Towpath from Lisburn to the Sprucefield Retail Centre with traffic-free paths. Linking Colin to Lisburn and Belfast will provide significant benefit for local people as they access services and employment.

The routes suggested on Map 6 are based on discussions with DfI Walking and Cycling Unit, Belfast Hills Partnership and the knowledge of Sustrans staff. However they have not all been surveyed on the ground as is outside the scope of this report. We see at least four opportunities to link Colin Town into the wider greenway network by:

- i) Connecting to the Lagan Towpath at Lambeg using the green corridor along Bells Lane. From Lambeg there is the traffic-free towpath to Lisburn and Sprucefield.
- ii) Connecting to the Lagan Towpath at Lady Dixon Park with a route through Areema, Dunmurry Village, Jubilee Park and crossing the M1 on Dunmurry Lane.
- iii) Linking Colin to the cycle path alongside the M1 at Broadway. The exact alignment need further surveying but by linking through the proposed development at the old Vistion site a route should be possible towards Bog Meadow and the Musgrave Park area. This route links to Colin around the Old Golf Course Road area.
- iv) There is also an opportunity to create a link to the hills to the West following the alignment of the Old Colin Road.

# Map 6: External Linkages



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## 5.6 Additional Network Provision

This section illustrates some of the other opportunities to enhance the network. Along with the construction of infrastructure these additional features are important to enhance user experience.

- Bike Repair Station
- Cycle Parking at key destinations
- Comprehensive signage / information
- Cycling and Walking Apps
- Colin Cycling and Walking map
- User counters



Directional Signage



Interpretation Signage



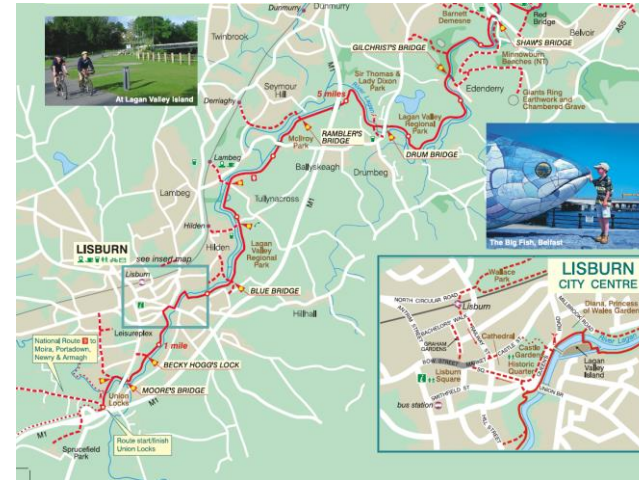
Counters



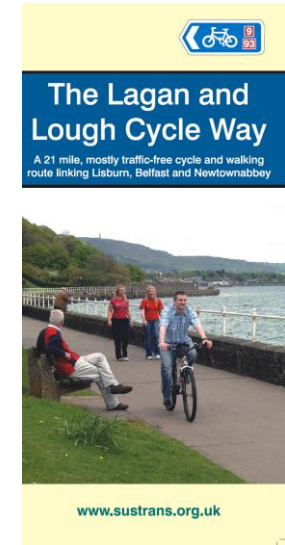
Bike Repair Station



Bicycle Parking



Map & Leaflet



## 5.7 Network Development Phasing

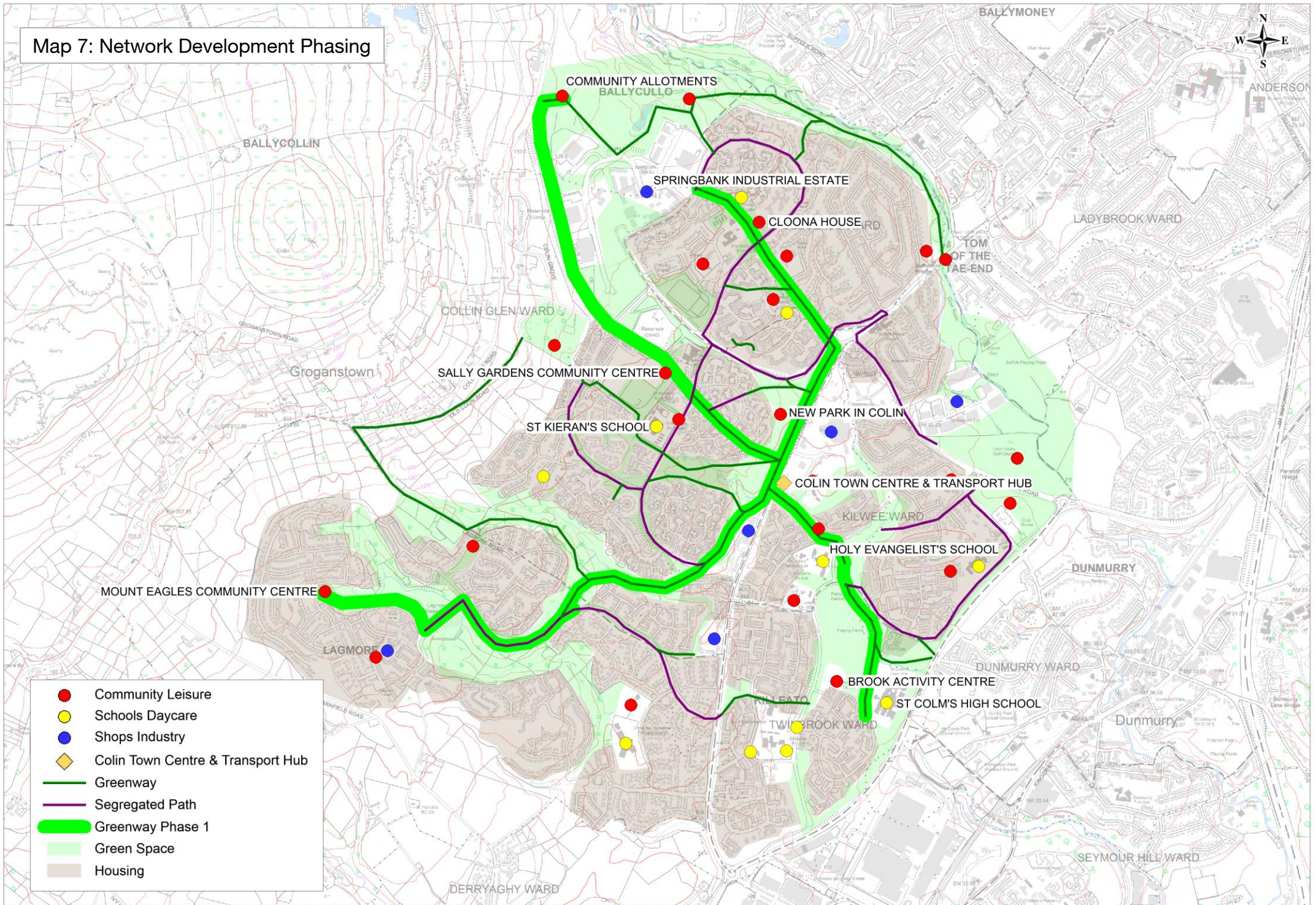
Map 7 illustrates a suggested first phase project which is a combination of both refurbishment and upgrading of existing paths and proposed new paths. This route connects Colin Town Centre to the North, West and to the South. It would link people to and from the Colin Town Centre on traffic-free routes to a range of destinations including the proposed Active Travel Centre, three Primary Schools, Cloona House, Springbank Industrial Site, the Community Allotments, Sally Gardens Community Centre, the Brook Activity Centre and St Colm's High School.

We have estimated the cost of this first phase of routes at around £1m. Of course detailed design and community consultation would be required. We feel that major impact could be made in a relatively short term by commencing the delivery of the Active Travel Network and would suggest that any initial infrastructure project also includes behavioural change programmes along the chosen routes (refer to Chapter 6).

In order to develop these cost estimates further, detail topographical, ground condition and services information would be required. Cost estimates are based on the outline description set out in this document. Detail specification will be required.



# Map 7: Network Development Phasing



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## 5.8 Summary of Proposed Network and Outline Budget Costs

### Proposed Network

We have identified a potential comprehensive Active Travel Network for the Colin area, consisting of three types of provision: greenways, traffic-free paths alongside but segregated from roads and quiet residential streets. The study has not looked in detail at these residential streets. Each will present the local community with a set of opportunities and challenges and the outcome is therefore very much in their hands. In summary the total distance of the greenways and segregated paths in the proposed Colin Town Network is 27 kilometres. This excludes the routes that will be on residential streets. The breakdown of the distance of each type of route is outlined below:

Type of Route	Length (km)
Greenways – upgrade	11.2
Greenways – proposed new	5.3
Traffic-free segregated upgrade	7.6
Traffic-free segregated – proposed new	2.6
<b>Total</b>	<b>26.7 km</b>

### Costs for greenways

Based on cost estimates from recent projects we estimate the cost of the greenways to be £4,228,400. The costs are an average for each type of provision and will be clarified at detailed design stage.

Type of Route	Length (km)	Cost Per km	Total
Greenways – upgrade	11.2	£95,000	£1,064,000
Greenways – proposed new	5.3	£164,000	£869,200
Traffic-free segregated upgrade	7.6	£42,000	£319,200
Traffic-free segregated – proposed new	2.6	£760,000	£1,976,000
<b>Total</b>	<b>26.7 km</b>		<b>£4,228,400</b>

**Note** Greenways cost estimates includes new lighting. Traffic-free segregated route costing assumes current lighting satisfactory

## 5.9 Network Development Maintenance and Management

Maintenance of the path network is vital to ensure users have safe, convenient and pleasant journeys.

Regular sweeping of the paths will ensure they are free from glass, dog mess and litter. Litter picking of the green spaces will also ensure that users enjoy a walk or cycle free from litter.

Currently much of the path network and adjacent green spaces are not maintained to a high standard. The paths are in ownership of more than one organisation including the Housing Executive and Belfast City Council. As part of the delivery of the greenway strategy we would recommend.

- A Greenway Maintenance Plan for the paths and green spaces with much more frequent sweeping of paths – at least weekly.
- Hot spots to be swept on a daily basis.
- Close collaboration between Belfast City council and the Housing Executive to establish which organisation is best placed to maintain the paths.
- Adequate budget made available to deliver an improved Greenways Maintenance Plan.



## 5.10 Network Development – Opportunities for Volunteering

Involvement of the local community in the network is crucial, both in planning new routes and links but also once the routes are built. By engaging local people through formal volunteering programmes the routes will be better maintained and local people will help ensure routes are used responsibly. Sustrans, other NGO's and the Colin Neighbourhood Partnership manage volunteer programmes. Volunteering should be promoted to all, irrespective of age, gender and ability. Volunteering activities around greenways could include:

- Enhancing biodiversity through planting and maintenance of trees, wild flowers etc.
- Helping get people active through supporting or leading walks, rides and runs.
- Helping to maintain and recycle bicycles through the Active Travel Centre/Men's Shed.
- Raising awareness of the greenways by helping at events and information stalls.
- Supplementing the Greenway Maintenance Plan with activities such as litter picking, path edging and sweeping. (This activity would compliment maintenance by the statutory agencies rather than substitute their work carrying out this significant task.)



## 6 Behavioural Change Supporting the Network Development

### 6.1 Types of Behavioural Change Programmes

Currently there are three different targeted behavioural change programmes that Sustrans consider to be relevant and appropriate for the Colin area, outlined below. Sustrans has existing programmes working in schools, workplaces and communities. Alongside construction, it is very important to work with local people to encourage and empower them to walk and cycle more for everyday journeys to ensure the full engagement of the community and ultimate success of active travel investment.

- The Active School Travel Programme
- Leading the Way with Active Travel in Workplaces
- Community Active Travel Programme



**Schools**



**Workplaces**



**Communities**

### RECOMMENDATIONS

Active Travel Officer(s) for the network development based in the Colin area working with schools, workplaces and communities.

**Expand Sustrans existing programmes into the Colin area.**

These staff will engage community pre, during and after construction.

**They will promote physical activity through led walks, cycle training, bike maintenance, active travel challenges, bike hire etc.**

Building capacity within local community leaders to incorporate active travel into their community programmes.



## 6.2 Provision of an Active Travel Centre

Constructing the path network, as proposed, will inevitably lead to an increase in active travel within the Colin area. Our experience demonstrates that if the new infrastructure provision is accompanied by behaviour change programmes, then the increase in active travel will be far more significant.

The new travel hub or proposed community building at Colin Town Centre are ideal locations for an Active Travel Centre that actively promotes walking and cycling and links to public transport.

Each active travel centre is unique as to the type and level of service provided, reflecting the specific needs of the communities in which they are located, the surrounding physical environment and level of resource available. They often act as centres for existing active travel programmes.

In Colin there are opportunities to work with schools, workplaces and community groups, providing a wide range of walking and cycling activities. These could be complimented by a bike share or city bike scheme.

Typical provision at the hub might include some or all of the following:

- **Outreach services:** including led walks and cycle rides, cycle skills training and large and small scale community events
- **Training:** cycle maintenance classes for local residents and workplaces, drop-in skills training sessions
- **Information services:** drop-in advice on walking and cycling routes, local maps, public transport information and personalised route planning
- **Volunteering opportunities:** including bike recycling and repair, leading walks and rides, helping at events, greenway rangering
- **Secure indoor cycle storage:** free cycle parking, changing rooms and lockers for those travelling into the town centre for work or leisure
- **Bike loan:** for workplaces, students and the local community

A community Active Travel Officer could be based full time at the centre while a schools officer might use the centre on a part-time basis.

Sustrans would recommend that a community officer be appointed as the network develops an integral part of a capital funding programme.



The final format of services, activities, staff, spatial and financial requirements should be the subject of a separate study and must include close community participation in this process, along with the input of potential funders.



# Appendices

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## Appendix 1: New Park In Colin (Aecom)



# Concept Plan



# Appendix 2: Brook Activity Centre Proposals (Provided by Belfast City Council)



**SPACE PLACE PLANNING**

DATE: 15/03/2024

BY: BELFAST CITY COUNCIL

PROJECT: BROOK LEISURE CENTRE

TITLE: PROPOSED SITE LAYOUT PLAN  
SHEET 1 - 3

SCALE: 1:500 @ A3

**M'ADAM DESIGN**

Author: M'ADAM DESIGN  
Date: 15/03/2024  
Scale: 1:500 @ A3  
Project: BROOK LEISURE CENTRE

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# Appendix 3: Old Golf Course Road Proposals



**OLD GOLF COURSE ROAD**  
 PARK CONCEPT DESIGN  
 JULY 2017

