



February 18th, 2025

Notice Of Meeting

You are requested to attend the Sustainability & Environment Committee meeting to be held on Wednesday, 19th February 2025 at 6:15 pm in Council Chamber, O'Hagan House, Monaghan Row.

**Committee Membership 2024-2025**

Councillor G Kearns **Chairperson**

Councillor C Enright **Deputy Chairperson**

Councillor T Andrews

Councillor J Brennan

Councillor P Campbell

Councillor K Feehan

Councillor D Finn

Councillor V Harte

Councillor J Jackson

Councillor M Larkin

Councillor O Magennis

Councillor H Reilly

Councillor M Ruane

Councillor D Taylor

Councillor H Young

# Agenda

## 1.0 Apologies and Chairperson's Remarks

## 2.0 Declarations of Interest

## 3.0 Action Sheet of the Sustainability and Environment Committee meeting held on 29 January 2025

📄 *Action Sheet - 29.01.2025 inc. historic actions updated.pdf*

Page 1

### *Notices of Motion*

## 4.0 Notice of Motion – Sharing financial information with other Councils regarding Climate Change

*For Decision*

📄 *SE Committee Report - Notice of Motion - Sharing Financial Information with other Councils to tackle Climate Change.pdf*

Page 17

## 5.0 Notion of Motion – Vital role of trees

*For Decision*

📄 *SE Committee Report - Notice of Motion - Vital Role of Trees.pdf*

Page 21

### *For Consideration and/or Decision*

## 6.0 Revision of Sustainability Charges for financial year 2025/2026

*For Decision*

📄 *SE Committee Report - Revision of Waste and Environmental Charges 2025.26.pdf*

Page 24

## 7.0 Application for Bus Shelter at Hilltown Road, Newry

*For Decision*

📄 *SE Committee Report - Application for Bus Shelter at Derryleckagh.pdf*

Page 29

📄 *Appendix 1 - Bus Shelter Requests - Hilltown Rd Newry.pdf*

Page 31

## 8.0 DFI Consultation on Active Travel

*For Decision*

📄 *SE Committee Report - Active Travel Consultation 19 Feb 25 .pdf*

Page 33

📄 *App 1 Dfl Active Travel Plan Consultation NMDDC Draft Response.pdf*

Page 37

## 9.0 On Street Residential Charge Point Scheme (ORCS) Update

*For Decision*

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### *Environment*

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## 10.0 Refuse Collection and HRC Arrangements for Public Holidays 2025/2026

*For Decision*

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### *Items deemed to be exempt under paragraph 3 of Part 1 of Schedule 6 of the Local Government Act (NI) 2014*

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## 11.0 Waste Contracts

*For Decision*

This item is deemed to be exempt under paragraph 3 of Part 1 of Schedule 6 of the Local Government Act (NI) 2014 - information relating to the financial or business affairs of any particular person (including the Council holding that information) and the public may, by resolution, be excluded during this item of business.

## 12.0 Business Case for the Procurement of Public Analyst Services

*For Decision*

This item is deemed to be exempt under paragraph 3 of Part 1 of Schedule 6 of the Local Government Act (NI) 2014 - information relating to the financial or business affairs of any particular person (including the Council holding that information) and the public may, by resolution, be excluded during this item of business.

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## 13.0 Business Case for Solar Powered Bins

*For Decision*

 *SE Committee Report -Solar powered bins 17 Feb 2025.pdf* *Not included*

 *App 1 - Business Case Solar powered compacting litterbins Feb 2025.pdf* *Not included*

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***FOR NOTING Items deemed to be exempt under Part 1 of Schedule 6 of the Local Government Act (NI) 2014***

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**14.0 Arc21 Joint Committee Meeting in Committee Minutes of 3 December 2024 & Arc21 Joint Committee Members' Monthly Bulletin of 30 January 2025**

*For Information*

This item is deemed to be exempt under paragraph 3 of Part 1 of Schedule 6 of the Local Government Act (NI) 2014 - information relating to the financial or business affairs of any particular person (including the Council holding that information) and the public may, by resolution, be excluded during this item of business.

 *ARC21 - JC093-30Jan25-Item5-JC InCommMinutes-3Dec24.F.pdf* *Not included*


 *ARC21 - JC093-30Jan25-JC MembersBulletin.F.pdf* *Not included*

**15.0 Minutes of S&E Working Group 18 December 2024**

*For Information*

This item is deemed to be exempt under paragraph 3 of Part 1 of Schedule 6 of the Local Government Act (NI) 2014 - information relating to the financial or business affairs of any particular person (including the Council holding that information) and the public may, by resolution, be excluded during this item of business.

 *Action Sheet arising SE Working group 18 December 2024.pdf* *Not included*

 *Public Conveniences Five Yr Plan - SEWG 18.12.24.pdf* *Not included*

 *Climate Change Strategy Update - SEWG 18.12.24.pdf* *Not included*

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***For Noting***

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**16.0 NI Local Authority Collected Municipal Waste Management Statistics July to September 2024 publication**

*For Information*

 *lac-municipal-waste-q2-2024-25-report.pdf* *Page 80*

**17.0 Arc21 Joint Committee meeting minutes of meeting held 3 December 2024**



*For Information*

📄 **ARC21 - JC093-30Jan25-Item3-JC Minutes-3Dec24.F.pdf**

**Page 96**

# Invitees

- Cllr Terry Andrews
- .....
- Cllr Callum Bowsie
- .....
- Fionnuala Branagh
- .....
- Cllr Jim Brennan
- .....
- Lorraine/Emma Burns/McParland
- .....
- Cllr Pete Byrne
- .....
- Mr Gerard Byrne
- .....
- Cllr Philip Campbell
- .....
- Cllr William Clarke
- .....
- Cllr Laura Devlin
- .....
- Ms Louise Dillon
- .....
- Cllr Cadogan Enright
- .....
- Cllr Killian Feehan
- .....
- Cllr Doire Finn
- .....
- Cllr Aoife Finnegan
- .....
- Ms Joanne Fleming
- .....
- Cllr Conor Galbraith
- .....
- Cllr Mark Gibbons
- .....
- Cllr Oonagh Hanlon
- .....
- Cllr Glyn Hanna
- .....
- Cllr Valerie Harte
- .....
- Cllr Roisin Howell
- .....
- Cllr Tierna Howie
- .....
- Ms Catherine Hughes
- .....
- Cllr Jonathan Jackson
- .....
- Cllr Geraldine Kearns
- .....
- Miss Veronica Keegan
- .....
- Mrs Josephine Kelly
- .....
- Mrs Sheila Kieran
- .....
- Cllr Cathal King
- .....
- Cllr Mickey Larkin
- .....
- Cllr David Lee-Surginor
- .....
- Cllr Alan Lewis
- .....
- Cllr Oonagh Magennis
- .....
- Mr Conor Mallon
- .....
- Cllr Aidan Mathers
- .....
- Cllr Declan McAteer
- .....
- Cllr Leeanne McEvoy
- .....
- Cllr Andrew McMurray
- .....
- Maureen/Joanne Morgan/Johnston
- .....
- Cllr Declan Murphy
- .....
- Sinead Murphy
- .....

Cllr Kate Murphy  
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Cllr Selina Murphy  
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Cllr Siobhan O'Hare  
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Mr Andy Patterson  
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Cllr Aine Quinn  
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Cllr Henry Reilly  
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Cllr Michael Rice  
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Cllr Michael Ruane  
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Mr Conor Sage  
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Cllr Gareth Sharvin  
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Donna Starkey  
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Nicola Stranney  
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Sarah Taggart  
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Cllr David Taylor  
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Cllr Jarlath Tinnelly  
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Ms Sinead Trainor  
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Cllr Jill Truesdale  
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Mrs Marie Ward  
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Cllr Helena Young  
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**SUSTAINABILITY AND ENVIRONMENT SERVICES COMMITTEE**

1

**HISTORIC ACTIONS TRACKING SHEET**

<b>NEIGHBOURHOOD SERVICES COMMITTEE MEETING 26 JANUARY 2022</b>					
<b>Minute Ref</b>	<b>Subject</b>	<b>Decision</b>	<b>Lead Officer</b>	<b>Actions taken/ Progress to date</b>	<b>Remove from Action Sheet Y/N</b>
NS/004/2022	Trade Waste and Caravan Refuse Collection Services	<p>Agreed to approve the report and recommendations:-</p> <p>1. Alternate Weekly Commercial Waste Collection Service</p> <p>Commercial refuse customers (shops and businesses) to be contacted and advised of the proposed move to an alternate weekly collection cycle of residual and dry recyclable waste, where this is achievable.</p> <p>Commercial customers, (not including Caravan Operators) to be provided with appropriate bins to facilitate this change, so there is no cost burden to customers as a result of this change.</p>	S Trainor	In progress	N

## NEIGHBOURHOOD SERVICES COMMITTEE MEETING

21 APRIL 2022

Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
NS/052/2022	Compost Week 2022	<p>Note and approve the additional activities in 2.2 to highlight and promote the importance of recycling food waste.</p> <p>Note and approve the launch of an application process, with set criteria, to establish demand for deploying brown bins to residents of high rise buildings who were not previously provided with these.</p>	S Trainor	In progress	N
NS/057/2022	Various issues concerning the Events Space Kilkeel	Approve the Officers recommendation that the legal position of the Council regarding its maintenance of the events space, Kilkeel, is reviewed with a separate report to be provided to the Council once this has been considered further.	C Sage	In progress	N

<b>NEIGHBOURHOOD SERVICES COMMITTEE MEETING</b>					
<b>22 JUNE 2022</b>					
<b>Minute Ref</b>	<b>Subject</b>	<b>Decision</b>	<b>Lead Officer</b>	<b>Actions taken/ Progress to date</b>	<b>Remove from Action Sheet Y/N</b>
NS/091/2022	Enforcement Improvement Plan Update	Agreed to note the content of this update report and to agree review of key actions from the Enforcement Improvement Plan to be incorporated into a timebound programme of work for 2022/23 and annually thereafter. Test case footpaths – small footpath leading to WIN – officers to examine this area for dog fouling.	S Trainor	In progress	N

<b>SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING</b>					
<b>18 OCTOBER 2022</b>					
<b>Minute Ref</b>	<b>Subject</b>	<b>Decision</b>	<b>Lead Officer</b>	<b>Actions taken/ Progress to date</b>	<b>Remove from Action Sheet Y/N</b>
SE/143/2022	Notice of Motion – revenue from EV Charging Infrastructure	Agreed to endorse the recommendation made at the Strategic Finance Working Group Meeting of 16 June 2022 as set out in Section 2.2 of the report and that officers consider the most appropriate way forward in relation to identifying appropriate spaces that may be suitable for the proposal as outlined in the Notice of Motion	C Sage	In progress	N

SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING 17 OCTOBER 2023					
Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/105/2023	Notice of Motion – Clean Indoor Air	It was agreed to adopt the Notice of Motion subject to including that before proceeding with any works, that officers obtain costings for air filtration systems in Downshire Civic Centre and the new civic centre in Newry and report same back to the Sustainable and Environment Committee for consideration in due course.	C Sage	In Progress	N
SE/107/2023	Notice of Motion – Animal Welfare	It was agreed to remove the final sentence of the notice of motion. It was agreed to defer a decision on the Notice of Motion until the outcome of the legal process was known.	S Trainor	On hold pending legal process	N



## SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING

22 NOVEMBER 2023

Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/125/2023	Report on Notice of Motion in relation to Livestock worrying	It was agreed that a meeting be organised with relevant partners to discuss a way forward to produce a publicity campaign highlighting the importance of ensuring dogs are kept under control in the Mourne Mountains.	S Trainor	In Progress	N
SE/128/2023	Upgrade to Town Centre CCTV and Council Facilities CCTV	It was agreed that members note the content of the report, and a business case be developed and brought to the committee with a number of options for a way forward for the proposed development of a new suite of digital CCTV systems for the Council's facilities.	C Sage	Update provided on Town Centre CCTV at September S&E Committee  Capital Proposal has been submitted to SMT for approval.	N



## SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING

24 JANUARY 2024

6

Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/004/2024	Report on Notice of Motion – Flood Defences	<p>The following was agreed:</p> <ul style="list-style-type: none"> <li>- Further investigate the possibility of a Shared Island application to assist with flood defences</li> <li>- Write to DFI Rivers and request a river maintenance schedule.</li> </ul>	S Murphy	In Progress	N
SE/005/2024	Report on Notice of Motion – Flood Preparedness	<p>The following was agreed:</p> <ul style="list-style-type: none"> <li>- Liaise with local DEA forums to discuss and plan the set-up of Community Resilience Groups</li> <li>- Investigate the facilitation of sandbag availability and management through these Community Resilience Groups</li> <li>- Look into sharing information the website from the Regional Community Resilience Group</li> </ul>	S Murphy	<p>Complete</p> <p>In Progress</p> <p>In Progress</p>	N

SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING 21 FEBRUARY 2024					
Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/018/2024	Report on Notice of Motion – Climate Change	<p>It was agreed that this Council acknowledges the work done to date to help address the climate emergency; reaffirms previous motions regarding the degenerating global situation; and again, reiterates that the crisis is the biggest threat posed to our constituents, our district, and our planet.</p> <p>Further acknowledges, however, that recent data collated by Climate Emergency UK ranks NMDDC 8th out of the 11 Councils within NI; and thus, pledges to include ambitious targets in the forthcoming Sustainability and Climate Strategies and Action Plans to expedite implementation.</p> <p>It was also agreed that a benchmark report would be brought back to Committee regarding Council actions and progress to mitigating climate change impact.</p>	C Sage	In progress	N

<b>SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING</b> 20 MARCH 2024					
<b>Minute Ref</b>	<b>Subject</b>	<b>Decision</b>	<b>Lead Officer</b>	<b>Actions taken/ Progress to date</b>	<b>Remove from Action Sheet Y/N</b>
SE/036/2024	Former landfill site review – Aughnagun and Drumanakelly	It was agreed that officers develop a Business Case for the installation of Solar Panels at the former landfill site Aughnagun for further consideration.  It was agreed that Council further explore the benefits of installing reed beds at both sites in order to make the sites self-sustaining in terms of the management of the leachate generated on site.	S Murphy  S Murphy	In Progress	N

<b>SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING</b> 23 APRIL 2024					
<b>Minute Ref</b>	<b>Subject</b>	<b>Decision</b>	<b>Lead Officer</b>	<b>Actions taken/ Progress to date</b>	<b>Remove from Action Sheet Y/N</b>
SE/046/2024	Notice of Motion – Newry Market	Officers continue their commitment to revitalise the market through engagement with traders, the business community and other potential stakeholders. It was also agreed that Officers reach out to other local councils with successful markets and explore additional uses to encourage footfall, including with arts and community groups It was further agreed that a report be brought back to committee in 6 months to provide detail of any progress made.	C Sage  C Sage  C Sage	A focussed social media campaign has been completed.  Council Officers met with Belfast City Council colleagues to review St George's market.	N

<b>SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING</b> 22 MAY 2024					
<b>Minute Ref</b>	<b>Subject</b>	<b>Decision</b>	<b>Lead Officer</b>	<b>Actions taken/ Progress to date</b>	<b>Remove from Action Sheet Y/N</b>
SE/058/2024	Report on Treatment of Invasive Species on Council Estate	it was agreed to note the content of the report and approve the use of herbicides containing glyphosate for controlling invasive species at Albert Basin outside of the current allocation for normal weed control and the development of an Invasive Species Management Plan for the Council Estate.	C Sage	In Progress	N

<b>SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING</b> 19 JUNE 2024					
<b>Minute Ref</b>	<b>Subject</b>	<b>Decision</b>	<b>Lead Officer</b>	<b>Actions taken/ Progress to date</b>	<b>Remove from Action Sheet Y/N</b>
SE/079/2024	Business case for EV Charging infrastructure	It was agreed to approve the business case recommendation for the installation of 2 double electric chargers at each site as detailed within the officer's report.	C Sage	Procurement exercise underway	N



## SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING

21 AUGUST 2024

10

Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/091/2024	Notice of Motion – Dog Fouling	<p>it was agreed to note the report and approve the following: The development of an online reporting form for Residents and Elected Members to report dog fouling issues to the Council while exploring alternative digital options for reporting dog fouling and other complaints to the department; and</p> <p>A mapping exercise to be undertaken by Officers of identified hotspots or problem areas against litter bin provision data to determine if additional litter bins can be provided to assist with the disposal of dog fouling.</p>	S Trainor	In progress	N
SE/093/2024	Proposed Installation of Height Restricting Barriers at Council Car Parks	<p>it was agreed to approve the proposal to reinstate height restricting barriers at the Square, Warrenpoint and installation of temporary height restricting barriers at Castle Park, Newcastle for the duration of the Amgen Irish Open.</p>	C Sage	Installation of barriers completed at Newcastle. Design completed for barrier at Warrenpoint.	N

SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING 23 OCTOBER 2024					
Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/124/2024	Public Convenience Project – Dundrum Toilets	<p>it was agreed to approve the following:</p> <ul style="list-style-type: none"> <li>The Council proceeds with the refurbishment of the Dundrum Public Conveniences using the funding available through UKSPF</li> <li>The contract variation to include the refurbishment of the Dundrum Public Conveniences</li> <li>The procurement of the refurbishment of the Dundrum Public Conveniences in line with recommendations of the Business Case in Appendix 1</li> <li>Any additional costs required beyond the allocated funding for the project should be sourced from the Newcastle Public Convenience Capital budget</li> </ul>	C Sage	Contract variations completed and instructions issued for the new facility at Dundrum. Works to be completed by end of March 25.	N

SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING 20 NOVEMBER 2024					
Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/133/2024	Action Sheet item: NS/091/2022	it was agreed to submit a league table of other Councils' enforcement practices to the Strategic Finance Working Group	S Murphy	To refer through SFWG	N
SE/137/2024	Business Case for the Removal of Newcastle Sandbar	it was agreed to note the contents of the report and associated business case and to approve the preferred option of the business case, to progress a tender for the sand bar removal at Newcastle Harbour for a 3-year period from 2025 – 2027 in accordance with the Marine Construction License	C Sage	Marine license application in progress. Procurement for new contract in progress.	N
SE/138/2024	Repair of Cory's Corner, Drumaness Bus Shelter and Adoption by Translink	it was agreed to adopt the bus shelter at Cory's Corner, and to consider future proposals from Translink regarding the adoption of bus shelters	C Sage	In progress	N
SE/139/2024	Business Case for Deep Cleaning Services	it was agreed to commence the procurement of contract for the provision of deep cleaning of public realm and other areas within the district for a period of up to three years	S Trainor	In progress	N

SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING 18 DECEMBER 2024					
Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/150/2024	NOM – Vaping	it was agreed that the Council recognised the 2024 Northern Ireland Audit Office report on tackling the public health impacts of smoking and vaping that showed an increase in 11-16 year olds vaping; that Council is concerned that children vaping in schools is detrimental to a child's health and educational outcomes; agrees that greater awareness must be raised with children in schools about the risks of vaping; acknowledges that teachers and school staff must have the support and resources they require to raise awareness and inform children on the risks of vaping; agree to write to both the Minister of Education and Health urging them to bring forward a plan to end vaping in school grounds, to reduce the number of young people vaping and to eradicate the sale of vapes to children. It was also agreed to write to all Councils in the North asking them for support in tackling this issue.	S Murphy	In progress	N
SE/151/2024	NOM – Newry Canal	it was agreed to request support from support from Armagh City, Banbridge and Craigavon Borough Council to write to the Minister for Infrastructure and the Minister of Agriculture, Environment and Rural Affairs for the urgent establishment of a	S Murphy	In progress	N



SE/154/2024	Business case for arboricultural assessment and tree surgery	multi- agency Newry Canal regeneration taskforce to work in partnership to deliver on the potential of inland waterways across both Council areas.	C Sage	Procurement in progress	N
SE/155/2024	Business case for mechanical building services contract	It was agreed to note the contents of the report and approve the business case to progress with a tender for two separate contractors as detailed within the officer's report	C Sage	Procurement in progress	N
SE/156/2024	Personal Protective Equipment	It was agreed to approve the recommendation to proceed with option 5 as detailed within the officer's report	C Sage	Procurement in progress	N
SE/157/2024	LANTRA national highway sector scheme training business case	It was agreed to approve the business case to procure a suitably qualified trainer to deliver essential LANTRA National Highway Sector Scheme Training for staff within the Sustainable and Environment Directorate	S Trainor	Procurement in progress	N
SE/158/2024	Business case for replacement of skips and containers at HRCs	It was agreed to approve the recommendations within the officer's report	S Trainor	Procurement in progress	N
SE/159/2024	Economic appraisal – liquid fuel requirements	It was agreed to approve the recommendations within the officer's report	C Sage	Procurement in progress	N
SE/160/2024	Harbour Surveys	It was agreed to approve the recommendations within the officer's report	C Sage	Procurement options being reviewed	N

## SUSTAINABILITY AND ENVIRONMENT COMMITTEE MEETING

29 JANUARY 2025

15

Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
SE/003/2025	Action sheet from meeting held 18.12.2024	It was agreed to note the action sheet	S Murphy	Noted	Y
SE/004/2025	Electrical Safety Standards for private tenancies regulations (NI) 2024	The following was agreed: -to note the new legislative powers to be enforced by Councils in relation to the private rented sector under the Electrical Safety Standards for Private Tenancies Regulations (NI) 2024 -to agree the proposed level of £1000 for the fixed penalty fine for offences created under the Electrical Safety Standards for Private Tenancies Regulations (NI) 2024	S Trainor	Noted	Y
SE/005/2025	Business Case – Cameras in Council Vehicles	It was agreed to approve the business case to procure recordable camera systems for Council fleet as outlined in Appendix 1 of the Officer's Report.	C Sage	Procurement in progress	N
SE/006/2025	Business Case – Energy Contracts	It was agreed to proceed with a joint procurement exercise with other NI Councils for electricity and natural gas contracts commencing in May 2025	C Sage	Procurement in progress	N
SE/007/2025	Feminine Hygiene Corporate Contract	It was agreed to approve the extension of the Feminine Hygiene Services Corporate Contract as detailed in the Officer's Report	C Sage	Contract instruction to be issued	N
SE/008/2025	Residual Waste Contracts	It was agreed to approve the procurement and appointment of an Economist to develop an Economic appraisal for a residual waste contract.	S Murphy	Procurement in progress	N
SE/009/2025	Mixed dry recyclables contract	It was agreed to approve the following:	S Trainor	Procurement in progress	N

SE/010/2025	Direct award contracts	<p>-the extension of the contract for the receipt and processing of mixed dry recyclables with the organisation named in the officer's report</p> <p>-the extension of the current haulage contract with the organisation named in the officer's report</p> <p>Both extended from 1 April – 30 September 2025, subject to approval from arc21 Joint Committee.</p> <p>It was agreed to approve the DAC as detailed within the officer's report.</p>	S Trainor	Completed	Y
SE/011/2025	Tree Surgery Update	<p>It was agreed to note the following:</p> <p>-the extensive work being undertaken by Council Grounds Maintenance section from a landscape development and daily management perspective and additional impacts following severe weather events.</p> <p>-that business cases will be brought to future committee meetings regarding additional future resource requirements for Grounds Maintenance.</p>	C Sage	Noted	Y
SE/012/2025	Business Case – Contract for Asbestos Control Measures	<p>It was agreed to note the contents of the report.</p>	C Sage	Noted	Y
SE/013/2025	Landlord Registration Scheme	<p>It was agreed to note the contents of the report and the update provided</p>	S Trainor	Noted	Y

<b>Report to:</b>	Sustainability and Environment Committee
<b>Date of Meeting:</b>	19 February 2025
<b>Subject:</b>	Notice of Motion – Sharing Financial Information with Other Councils to Tackle Climate Change
<b>Reporting Officer (Including Job Title):</b>	Sinead Murphy, Director: Sustainability and Environment
<b>Contact Officer (Including Job Title):</b>	Conor Sage, Assistant Director: Sustainability

	For decision	X	For noting only
<b>1.0</b>	<b>Purpose and Background</b>		
1.1	The purpose of this report is to facilitate discussion on the Notice of Motion received from Councillor Enright as deferred from the Council Meeting of 13 <sup>th</sup> January 2025, in accordance with standing order 16.1.16, Sharing Financial Information with Other Councils to tackle Climate Change.		
1.2	<p>The following Motion was received from Councillor Enright:</p> <p><b>'Council notes its declaration of Climate Emergency in 2019 and the slow pace of progress in tackling this issue since then. Council commits to finding and sharing knowledge on best practice projects with other Councils to both tackle climate change and to benefit the financial situation Council and Ratepayer. Council notes that other Councils like West Suffolk, Dundee, Warrington and many others have generously shared detailed financial figures on best practice with Newry Mourne and Down District Council and other Councils across these islands. Our Council undertakes to adopt a policy of also generously sharing all knowledge on ways of reducing cost, increasing revenues and broadening the rates base with a view to helping other councils identify financial opportunities arising from tackling the Climate Crisis'.</b></p> <p>The Motion was seconded by Councillor Sharvin</p>		
<b>2.0</b>	<b>Key Issues</b>		
2.1	<p><b>In the key issues from the Notice of Motion have been set out below:</b></p> <p><b>Council notes its declaration of Climate Emergency in 2019 and the slow pace of progress in tackling this issue since then.</b></p> <p>The Council have committed to delivering on sustainability and climate change. This commitment is contained in the Council's Corporate Plan and is being monitored and actioned through the annual Business Plans.</p> <p>The commitment to delivering on sustainability and climate change is managed through the following governance arrangements:</p> <ul style="list-style-type: none"> <li>• Sustainability and Environment Working Group</li> <li>• Sustainability and Environment Committee</li> <li>• Full Council</li> </ul>		

	<p>A number of Councillors have been nominated to sit on the Sustainability and Environment Working Group including:</p> <table border="0" data-bbox="204 297 663 405"> <tr> <td>Cllr Enright</td> <td>Cllr Andrews</td> </tr> <tr> <td>Cllr Clarke</td> <td>Cllr Mathers</td> </tr> <tr> <td>Cllr Finn</td> <td>Cllr Jackson.</td> </tr> </table> <p>The working group meets on a quarterly basis and actions are reviewed by officials and reported through the Sustainability and Environment Committee.</p> <p>Council approved additional resource for Sustainability and Climate through Strategy Policy and Resources Committee in October 2024 and this is included within the 2025/26 Rate. This provides an additional Sustainability Officer, providing a compliment of three Sustainability Officers plus the Head of Sustainability.</p> <p>The Sustainability and Climate Change Strategy for Newry, Mourne and Down District Council is in draft format and an update was provided to the working group in December 2024.</p> <p>An all-Councillor workshop is being scheduled for March 2025 to consider the draft Strategy prior to submission to Committee and Full Council for approval to issue for public consultation.</p> <p>This Strategy will provide the direction and action plan for the Council up to 2030.</p>	Cllr Enright	Cllr Andrews	Cllr Clarke	Cllr Mathers	Cllr Finn	Cllr Jackson.
Cllr Enright	Cllr Andrews						
Cllr Clarke	Cllr Mathers						
Cllr Finn	Cllr Jackson.						
2.2	<p><b>Council commits to finding and sharing knowledge on best practice projects with other Councils to both tackle climate change and to benefit the financial situation Council and Ratepayer.</b></p> <p>Newry Mourne and Down District Council Officers participate in a wide range of regional forums and are actively engaged in sharing knowledge and best practice with other Councils including the:</p> <ul data-bbox="252 1301 1358 1440" style="list-style-type: none"> <li>• Regional Energy Managers Forum</li> <li>• Regional Sustainable Development Forum</li> <li>• Society of Local Government Chief Executives (Climate Working Group)</li> <li>• Co-operation Ireland – All Island Local Authority Forum (Climate Working Group)</li> </ul> <p>As a member of APSE Council also have access to a network of shared information across NI, England, Scotland and Wales.</p> <p>Council have and will continue to share/access information and best practice through these forums.</p>						
2.3	<p><b>Council notes that other Councils like West Suffolk, Dundee, Warrington and many others have generously shared detailed financial figures on best practice with Newry Mourne and Down District Council and other Councils across these islands.</b></p> <p>Council can access information as appropriate from Councils across the UK and Ireland through the various networks listed above.</p> <p>It should be noted that the information referred above was not shared with Newry Mourne and Down Council but was provided to Cllr Enright through a Freedom of Information request.</p>						



2.4	<p><b>Our Council undertakes to adopt a policy of also generously sharing all knowledge on ways of reducing cost, increasing revenues and broadening the rates base with a view to helping other councils identify financial opportunities arising from tackling the Climate Crisis</b></p> <p>As per 2.2 above Council participate in a number of forums sharing and gaining knowledge on best practice in tackling Climate Crisis from other Councils across the UK and Ireland.</p> <p>It should be noted that Council regularly participates in regional procurement programmes with other Councils where financial information is shared appropriately to develop tender specifications for new contracts. For example:</p> <ul style="list-style-type: none"> <li>• Joint Energy Procurement Group for Energy Contracts</li> <li>• OnStreet Residential ChargePoint Scheme (ORCS)</li> <li>• FASTER Project</li> </ul>
<b>3.0</b>	<b>Recommendations</b>
3.1	<p>Members are asked to consider the report and note the following:</p> <ul style="list-style-type: none"> <li>• The Councils governance arrangements in relation to Sustainability and Climate Change</li> <li>• The Councils participation in forums to enable sharing of information and best practice</li> <li>• The Councils participation in regional procurement programmes to maximise return</li> </ul>
<b>4.0</b>	<b>Resource implications</b>
4.1	No additional resources associated with this report.
<b>5.0</b>	<b>Due regard to equality of opportunity and regard to good relations (complete the relevant sections)</b>
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i> n/a <span style="float: right;"><input type="checkbox"/></span></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <span style="float: right;"><input type="checkbox"/></span></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <span style="float: right;"><input type="checkbox"/></span></p>
5.3	<p><b>Proposal initiating consultation</b></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <span style="float: right;"><input checked="" type="checkbox"/></span></p> <p>Consultation period will be 12 weeks <span style="float: right;"><input type="checkbox"/></span></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <span style="float: right;"><input type="checkbox"/></span></p>
	<p><i>Rationale:</i> n/a</p>
<b>6.0</b>	<b>Due regard to Rural Needs (please tick all that apply)</b>

6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service                  Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:                  Rural Needs Impact Assessment completed <input type="checkbox"/></p>
<b>7.0</b>	<b>Appendices</b>
	None
<b>8.0</b>	<b>Background Documents</b>
	None

<b>Report to:</b>	Sustainability and Environment Committee
<b>Date of Meeting:</b>	19 February 2025
<b>Subject:</b>	Notice of motion – Vital Role of Trees
<b>Reporting Officer (Including Job Title):</b>	Sinead Murphy, Director: Sustainability and Environment
<b>Contact Officer (Including Job Title):</b>	Conor Sage, Assistant Director: Sustainability

<table border="1"> <tr> <td>For decision</td> <td>X</td> <td>For noting only</td> <td></td> </tr> </table>		For decision	X	For noting only	
For decision	X	For noting only			
<b>1.0</b>	<b>Purpose and Background</b>				
1.1	The purpose of this report is to facilitate discussion on the Notice of Motion received from Councillor Truesdale as deferred from the Council Meeting of 13 <sup>th</sup> January 2025, in accordance with standing order 16.1.16, Vital Role of Trees				
1.2	<p>The following Motion was received from Councillor Truesdale:</p> <p><b>"This Council recognises the vital role of trees in enhancing the health and well-being of people and communities, addressing climate change, and supporting biodiversity; commits to raising awareness among residents about these benefits and to actively support efforts to plant and protect the right trees in the right places and for the right reasons, ensuring that everyone can share in the benefits trees provide; and, will commit to exploring how we can education and raise awareness of trees, the role they play in all our lives across Newry, Mourne and Down District Council."</b></p> <p>The Motion was seconded by Councillor Enright.</p>				
<b>2.0</b>	<b>Key Issues</b>				
2.1	<p>The Council Tree Strategy and associated action plan was approved as a working document at the Sustainability and Environment Committee in October 2023. The Strategy highlights the vital role that trees play with respect to health and wellbeing, impacts on climate change and in supporting biodiversity.</p> <p>Northern Ireland ranks as one of the least wooded regions in Europe with just 8.7% woodland compared to European average of 37%.</p>				
2.2	<p>The benefits from trees are well understood, in terms of creating resilient landscapes, those that can absorb and recover from natural and human pressures, adapt to future change and retain a diverse range of wildlife and benefits for people.</p> <p>The Socio-Environmental benefits are extensive, including:</p> <ul style="list-style-type: none"> <li>• Improved Air &amp; water quality</li> <li>• Flood alleviation</li> <li>• Climate adaptation through carbon sequestration</li> <li>• Biodiversity support</li> <li>• Improved physical and mental health</li> <li>• Provision of community spaces</li> </ul>				



	<ul style="list-style-type: none"> <li>Noise reduction</li> <li>Cultural significance</li> </ul>
2.3	<p>Another key objective of the tree strategy is Partnership Working. Council endeavour to engage with key stakeholders to help to reach the national target of 13% tree coverage by 2030. This includes working with the public, including schools to raise the awareness and understanding the importance of nature through school-based activities and workshops.</p>
2.4	<p>Council Biodiversity Strategy was approved at the Sustainability and Environment Committee in December 2024. The Biodiversity Strategy and Action Plan will guide the protection and enhancement of biodiversity across Newry Mourne and Down over the next 6 years. The aims of the Biodiversity Strategy are:</p> <ul style="list-style-type: none"> <li>To conserve and enhance the rich biodiversity of the district for both current and future generations.</li> <li>Educate and raise awareness of the importance and variety of biodiversity found within Newry, Mourne and Down district area.</li> <li>Encourage local ownership of Newry, Mourne and Down district’s biodiversity.</li> </ul> <p>Theme 2 within the strategy relates to Trees and woodland. It highlights the significance of our trees and woodlands as well as the challenges from climate change, inappropriate development, pollution, attack from deadly disease etc. Newry Mourne and Down District Council understand the importance of planting native trees and hedgerows. Newry Mourne and Down District only has 5.58% woodland cover. As above, the tree strategy aims to increase woodland cover to 13% by 2030.</p> <p>Council will continue to work in partnership with businesses, community groups and schools to plant native trees. For example, at least 10,000 free trees have been given away for biodiversity since 2015.</p>
<b>3.0</b>	<b>Recommendations</b>
<b>3.1</b>	<p>Members are asked to consider the report and note the following:</p> <ul style="list-style-type: none"> <li>Council continues to implement to actions within the Biodiversity Strategy and Tree Strategy</li> <li>Continue to work with local community groups, businesses and stakeholders on creation of new woodlands across the district</li> <li>Continue to raise awareness of Sustainability and Biodiversity issues at Council events and workshops.</li> </ul>
<b>4.0</b>	<b>Resource implications</b>
4.1	No additional resources associated with this report.
<b>5.0</b>	<b>Due regard to equality of opportunity and regard to good relations (complete the relevant sections)</b>
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>n/a <span style="float: right;"><input type="checkbox"/></span></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p>

	The policy (strategy, policy initiative or practice and / or decision) has been equality screened	<input type="checkbox"/>
	The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation	<input type="checkbox"/>
5.3	<b><i>Proposal initiating consultation</i></b> Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves	<input checked="" type="checkbox"/>
	Consultation period will be 12 weeks	<input type="checkbox"/>
	Consultation period will be less than 12 weeks (rationale to be provided)	<input type="checkbox"/>
	<i>Rationale:</i> n/a	
<b>6.0</b>	<b>Due regard to Rural Needs (please tick all that apply)</b>	
6.1	Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>  If yes, please complete the following: Rural Needs Impact Assessment completed	<input type="checkbox"/>
<b>7.0</b>	<b>Appendices</b>	
	None	
<b>8.0</b>	<b>Background Documents</b>	
	<ul style="list-style-type: none"> <li>• Council Tree Strategy</li> <li>• Council Biodiversity Strategy <a href="https://www.newrymouredown.org/biodiversity">https://www.newrymouredown.org/biodiversity</a></li> </ul>	

<b>Report to:</b>	Sustainability and Environment Committee
<b>Date of Meeting:</b>	19 February 2025
<b>Subject:</b>	Waste and Environmental Health Charges 2025/26
<b>Reporting Officer (Including Job Title):</b>	Sinead Trainor, Assistant Director: Environment
<b>Contact Officer (Including Job Title):</b>	Sinead Trainor, Assistant Director: Environment

	For decision	X	For noting only	
<b>1.0</b>	<b>Purpose and Background</b>			
1.1	<p>The purpose of this report is to seek approval from the Sustainability and Environment Committee in relation to the charges applied by the Environment section for various supplies and services.</p> <p>This report presents the annual review of the scale of charges for 2025/26, which are proposed to take effect from 01 April 2025 to 31 March 2026.</p>			
<b>2.0</b>	<b>Key Issues</b>			
2.1	<p><b>Waste Charges</b></p> <p>The Waste Management section currently charges for the following services:</p> <ul style="list-style-type: none"> <li>• Purchase of Wheeled Bins and spare parts</li> <li>• Trade/Commercial Waste Collections Services</li> <li>• Trade/Commercial Waste received at Household Recycling Centres</li> <li>• Domestic Bulky Collection Service</li> </ul> <p>Annually the pricing structure for waste collection charges and new and replacement bins and parts are reviewed. Council are obliged to apply charges, calculated on bin size, for collection of wastes at Commercial Premises.</p> <p>Council Waste Strategy seeks to encourage recycling and minimisation of black bin waste charges for collection and disposal of non-recycling wastes are notably higher.</p> <p>The full details of the proposed pricing structure for 2025/26 is detailed in Appendix 1.</p>			
2.2	<p><b>Environmental Health Charges</b></p> <p>Environmental Health Officers issue Ship Sanitation Exemption and Ship Sanitation Control Certificates on request by shipping vessel owners or their agents on arrival to shipping ports (mainly Warrenpoint Port) in the District.</p> <p>The legal basis for charging is detailed within regulation (EU) 2017/625 on official controls and other official activities performed to ensure the application of food and feed law.</p> <p>Newry Mourne and Down District Council are a Corporate Member of the Association of Port Health Authorities (APHA). APHA has recommended that all members institute a standard charging regime for the use of Ship Sanitation Exemption and Ship Sanitation Control Certificates.</p>			

<p>The revised charges for 2025/26 are as follows:</p> <p><b>SHIP SANITATION INSPECTION CHARGES 2025/26*</b></p> <table border="1"> <thead> <tr> <th>Gross Tonnage</th> <th>Old Rate (2024/25)</th> <th>New Rate (2025/26)</th> </tr> </thead> <tbody> <tr> <td>Up to 1000</td> <td>£135</td> <td>£140</td> </tr> <tr> <td>1001 to 3000</td> <td>£185</td> <td>£190</td> </tr> <tr> <td>3001 to 10000</td> <td>£270</td> <td>£280</td> </tr> <tr> <td>10001 to 20000</td> <td>£355</td> <td>£365</td> </tr> <tr> <td>20001 to 30000</td> <td>£450</td> <td>£465</td> </tr> <tr> <td>Over 30000</td> <td>£520</td> <td>£535</td> </tr> <tr> <td>Vessels with 50 – 1000 persons</td> <td>£520</td> <td>£535</td> </tr> <tr> <td>Vessels with &gt;1000</td> <td>£890</td> <td>£915</td> </tr> <tr> <td>Extensions</td> <td>£105</td> <td>£110</td> </tr> </tbody> </table>			Gross Tonnage	Old Rate (2024/25)	New Rate (2025/26)	Up to 1000	£135	£140	1001 to 3000	£185	£190	3001 to 10000	£270	£280	10001 to 20000	£355	£365	20001 to 30000	£450	£465	Over 30000	£520	£535	Vessels with 50 – 1000 persons	£520	£535	Vessels with >1000	£890	£915	Extensions	£105	£110
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<b>3.0</b>	<b>Recommendations</b>																															
	<p>Members are asked to approve:</p> <ul style="list-style-type: none"> <li>Approve the Proposed Waste Management Services Scale of Charges 2025/26 as set out in Appendix 1</li> </ul>																															
<b>4.0</b>	<b>Resource implications</b>																															
4.1	Officer time is required to ensure that staff are aware of the pricing, to update and configure literature and computerised systems.																															
<b>5.0</b>	<b>Due regard to equality of opportunity and regard to good relations (complete the relevant sections)</b>																															
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	<i>Rationale:</i>																															

	<i>n/a</i>
<b>6.0</b>	<b>Due regard to Rural Needs (please tick all that apply)</b>
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service  Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:  Rural Needs Impact Assessment completed <input type="checkbox"/></p>
<b>7.0</b>	<b>Appendices</b>
	Appendix 1 – Proposed Waste Management Scale of Charges 2025/26
<b>8.0</b>	<b>Background Documents</b>
	None

**Appendix 1 – Waste Management Scale of Charges 2025/26****1. Bin Purchases**

<b>BIN PRICES (Domestic &amp; Trade)</b>	<b>BLACK RESIDUAL BIN</b>	<b>BLUE RECYCLING BINS</b>	<b>BROWN RECYCLING BINS</b>
140 litre bin	£32.00	£21.00	£23.00
240 litre bin	£37.00	£26.50	£26.50
360 litre bin	£69.00	£53.00	N/A
660 litre bin	£122.00	£106.00	N/A
1100 litre bin	£154.00	£138.00	N/A
Delivery charge (per delivery)			£5.00

**2. Replacement Bin Parts**

<b>REPLACEMENT PARTS</b>	
Axles & Wheels collected from depot (140 litre & 240 litre)	£3.40
Replacement lid collected from depot (140 litre & 240 litre)	£16.00
Replacement parts delivered (currently only available Greenbank)	£5.00

**3. \*Bulky Household Waste**

	<b>2025/2026</b>
Bulky Collection (maximum 5 items)	£12.75



#### 4. **\*HRC Commercial Charges (Downpatrick, Camlough & Kilkeel Sites Only)**

Quantity of Waste	2025/2026
Car Boot	£8.00
Car Full	£37.00
Small van up to 1.5 GWW	£37.00
Small trailer up to 2 x 1.5 m	£37.00
Large van assumed weight 0.84 tonne	£117.00
Large trailer (twin axel)	£117.00
Commercial recyclable waste (max 6 x bags or equivalent)	FREE
Car Tyre (No commercial tyres accepted) per tyre (max x 4)	£2.00

**\* Note: Prices are V.A.T. inclusive**

#### 5. **\*\* Trade Waste Kerbside Collection Charges**

Residual Waste	Residual Waste (Black Bin)	Dry Recyclable Waste (Blue Bin)	Organic Waste (Brown/ Green Bin)
140 litre bin	£5.30	£4.20	£4.20
240 litre bin	£3.80	£5.30	£5.30
360 litre bin	£9.00	£6.30	N/A
660 litre bin	£16.50	£11.10	N/A
1100 litre bin	£15.20	£17.00	N/A

**\*\* Note: Collection charges are V.A.T. exempt**

#### 6. **Charities**

Charities to pay for the purchase of bins, they will receive a free collection service for 1 x 240L black, 1 x 240L blue and 1 x 240L brown per fortnight. Any additional usage is subject to standard Trade Waste Charges.

<b>Report to:</b>	Sustainability & Environment Committee
<b>Date of Meeting:</b>	19 <sup>th</sup> February 2025
<b>Subject:</b>	Application for Bus Shelter at Hilltown Road (Derryleckagh), Newry
<b>Reporting Officer</b>	Gail Kane, Head of Facilities Management
<b>Contact Officer</b>	Ciaran Og Mussen, Facilities Coordinator (West)

Confirm how this Report should be treated by placing an x in either: -

<b>For decision</b>	<input checked="" type="checkbox"/>	<b>For noting only</b>	<input type="checkbox"/>
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<b>1.0</b>	<b>Purpose and Background</b>
1.1	<p>The Council is empowered under the Local Government Miscellaneous Provisions (NI) Order 1985, with the consent of the Department for Infrastructure (NI) to erect and maintain on any road within the district, shelters for the protection from weather of persons waiting to enter public service vehicles.</p> <p>Attached at Appendix 1 is a report providing an update on requests with recommendations provided for approval/consideration.</p>
<b>2.0</b>	<b>Key issues</b>
2.1	<ul style="list-style-type: none"> <li>• A request was received from Councillor Selina Murphy for the reinstatement of a Council shelter at Hilltown Road, Newry.</li> <li>• The original Council shelter was destroyed by a vehicle collision.</li> <li>• Due to safety concerns with original location, it was decided to seek an alternative location</li> <li>• Following the consultation process in line with Council Policy there were no objections received.</li> <li>• The recommendations provided are in line with Council Policy on bus shelters.</li> </ul>
<b>3.0</b>	<b>Recommendations</b>
3.1	<ul style="list-style-type: none"> <li>• To note contents of this report.</li> <li>• Agree to the installation of a new bus shelter at Hilltown Rd, Newry as per the recommendations stated in Appendix 1</li> </ul>
<b>4.0</b>	<b>Resource implications</b>
4.1	Costs associated with this procurement will be funded from the Council's Capital Budget.



<b>5.0</b>	<b>Due regard to equality of opportunity and regard to good relations (complete the relevant sections)</b>
5.1	<p><b><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></b></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p><b><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></b></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>
<b>6.0</b>	<b>Due regard to Rural Needs (please tick all that apply)</b>
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input checked="" type="checkbox"/></p>
<b>7.0</b>	<b>Appendices</b>
	Appendix 1: Bus Shelter Requests - Hilltown Rd, Newry
<b>8.0</b>	<b>Background Documents</b>
8.1	None

## Appendix 1: Report on Bus Shelter Requests

### Section A: Bus Shelters Requests for consideration to Approve/Decline

#### New bus shelter at Hilltown Road, Newry

##### **Background & Summary of Findings to date**

Elected representative Cllr Selina Murphy requested that Council consider replacement of a bus shelter at Hilltown Road, Newry (Derryleckagh Corner).

The original Council bus shelter located at the corner was destroyed by a vehicle collision in 2021 and was subsequently never replaced.

A site meeting was arranged with elected representatives, residents, Translink and Council Officers. After some discussion it was agreed that the original location at the corner was high risk for bus shelter users which was evident from the road collision which destroyed it.

It was agreed that Council would look into a new location further along the road away from the corner junction.

After unsuccessfully consulting for two different locations for a bus shelter, a third option has received no objections from all consultees. Below is a photograph showing the proposed location of the new bus shelter which will be cantilvier type with a steel frame and perspex screening.



*Proposed Location*

Table 1 below summarises consultation process which has been carried out having regard to Council Policy Requirements.

**Table 1**

<b>Consultee</b>	<b>Response</b>	<b>Comment</b>
DFI Roads	No objections	Complies with Policy
PSNI	No objections	Complies with Policy
Translink	More than 20 passengers use this bus stop over the course of a day	Complies with Policy
Local property owners/residents within 50 metre radius of proposed site	3 properties located within 50 metres of proposed location. No objections were received.	Complies with Policy

### **Recommendations**

As all policy requirements have been met it is recommended to approve the installation of a bus shelter in the proposed location of Hilltown Road, Newry.

<b>Report to:</b>	Sustainability and Environment Committee
<b>Date of Meeting:</b>	19 February 2025
<b>Subject:</b>	Consultation Response – Draft Active Travel Delivery Plan for NI (DfI)
<b>Reporting Officer (Including Job Title):</b>	Conor Sage, Assistant Director, Sustainability
<b>Contact Officer (Including Job Title):</b>	Eamonn Keaveney, Head of Sustainability

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<b>For decision</b>	<b>X</b>	<b>For noting only</b>	<b>X</b>		
<b>1.0</b>	<b>Purpose and Background</b>				
1.1	<p><u>Purpose:</u> The purpose of this report is to seek Sustainability and Environment Committee approval of the attached Consultation response, which is due to be submitted on behalf of the Council 28 February 2025.</p> <p>The consultation relates to Northern Ireland’s Active Travel Delivery Plan which will set out the Department of Infrastructure’s plans for developing and transforming the active travel infrastructure over the next 10 years.</p>				
1.2	<p><u>Background:</u> This public consultation by the Department for Infrastructure (DfI) aims to consult on the proposed Active Travel Delivery Plan for NI.</p> <p>The plan is about delivering a bold transformation for our communities. It will create the foundations of a more active, sustainable transport system, tackling the climate crisis, and providing safe and healthy travel options for all our citizens. Active travel will be at the heart of this transformation.</p>				
<b>2.0</b>	<b>Key issues</b>				
2.1	<p>The Department for Infrastructure defines Active Travel as: "Travelling by physically active means such as walking, wheeling, or cycling".</p> <p>Active travel infrastructure includes footways, footpaths, cycle tracks, cycle lanes, crossings, junction treatments and bridges. Greenways and shared use paths, lighting in urban areas, cycle parking, signage and wayfinding information are also included.</p> <p>Active travel offers a wide range of benefits that enhance our health, environment, economy, and society. By incorporating active travel into our daily lives, we can create healthier communities, reduce our environmental impact, and build more vibrant, connected communities.</p>				
2.2	Over one third of journeys in Northern Ireland are less than two miles long, and two thirds are less than five miles long. These shorter distances offer a tremendous opportunity for active travel to become a practical and attractive option for many people.				
2.3	By providing attractive travel options, we empower people to make more sustainable				

	<p>choices. With safe, reliable, and accessible active travel infrastructure, individuals are more likely to embrace healthier alternatives to driving. This shift can lead to more vibrant places where traffic congestion and air quality are less of an issue and our streets feel safer and more pleasant for everyone.</p>
2.4	<p>The Climate Change Act (Northern Ireland) 2022 underscores the crucial role of active travel in addressing climate goals. It mandates the development of sectoral plans for transport which set a minimum spend on active travel from the overall transport budgets of 10%. Meeting this commitment will require a significant increase in investment.</p>
2.5	<p>A comprehensive plan is essential to maximise the benefits of this increased investment. The long-term vision of the Plan is to create a seamless, integrated network that allows more people, regardless of age or ability, to choose active travel. The vision also focuses on consistency in design, ensuring that new infrastructure meets the highest levels of safety and accessibility.</p>
2.6	<p>This Active Travel Delivery Plan sets out how DfI will prioritise and deliver high-quality active travel infrastructure within our urban and rural settlements, over the next 10 years.</p> <p>The plan will be instrumental in ensuring that the infrastructure is consistently designed to be safe, accessible, and interconnected, encouraging more people to walk, wheel, or cycle as part of their daily routine. It is recognised that for most people, active travel is likely to be a more attractive option for shorter journeys rather than longer ones. This Active Travel Delivery Plan focuses on those shorter everyday journeys for the benefit of local communities.</p>
2.7	<p>DfI state that they want to ensure that investment in active travel brings the maximum benefit possible to the greatest number of people. Realising these benefits requires people to shift modes of transport, from using private cars to active travel. The greatest potential for this modal shift is in urban areas with higher population numbers. For the purpose of this Plan, DfI are using the NISRA definition of urban areas as those with a population of over 5000.</p>
2.8	<p><b>A draft response has been provided by NMDDC, as provided as Appendix 1.</b> The response broadly agrees with the aims of the DfI Active Travel Delivery Plan however it does express some reservations about the planned extent of development over the next 10 years which if this is to be truly transformational seems rather unambitious.</p> <p>The Council welcomes the positive engagement which it has had with DfI in particular the local DfI Active Travel Unit. Ongoing engagement has led to good development work on the ground and good engagement with local stakeholders via the council. Many good potential routes have been identified and examined and we look forward to the next stage of seeing more infrastructure being built and developed over the coming years. We are happy to see that many of these routes has been included in the Plan.</p> <p>Council is expressing some concern about the Plan excluding important smaller villages and settlements in particular in rural areas (due to the 5000 population limit used) and seeks reassurance that these smaller settlements will also be given adequate active travel infrastructure particularly where there are rural schools and other rural amenities and meeting places.</p>



<p>2.9</p>	<p>Active Travel infrastructure within urban areas is vital and the plan focusses on this but it would be good to see a similar focus on connectivity between towns and villages within the district and with neighbouring districts to ensure safe modes of travelling further afield.</p> <p>It is welcome to see the promise of a renewed programme of Greenways development over the next 10 years which will help with connectivity between settlements for work, schools, amenities and leisure/tourism.</p> <p>As well as the development of infrastructure which is vital and welcome there needs to be a plan on how to finance ongoing maintenance and repairs to ensure the new enhanced network remains at a good, safe and acceptable level for use by the public.</p> <p>Further comments are included for consideration in the attached Consultation Response in Appendix 1 as are the background, proposals and questions posed by DfI. Appendix 2 is the Draft DfI Active Travel Delivery Plan document Appendix 3 also provided contains Maps of proposed routes provided by DfI as part of the draft Plan (Appendix 10 in consultation documents).</p> <p>Please note that the deadline for consultation responses is 28<sup>th</sup> February 2025.</p> <p>As the submission deadline falls before the next full Council meeting the submission will be made with the caveat that it is subject to review by Council, and so our response can be retracted or changes can be made if required.</p>
<p><b>3.0</b></p>	<p><b>Recommendations</b></p>
<p>3.1</p>	<p>Members are asked to approve:</p> <ul style="list-style-type: none"> <li>The submission of the Consultation response on behalf of NMDDC to Department for Infrastructure on the proposed Active Travel Delivery Plan for NI in Appendix 1.</li> </ul>
<p><b>4.0</b></p>	<p><b>Resource implications</b></p>
<p>4.1</p>	<p>N/A</p>
<p><b>5.0</b></p>	<p><b>Due regard to equality of opportunity and regard to good relations (complete the relevant sections)</b></p>
<p>5.1</p>	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
<p>5.2</p>	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p>



	<p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>
5.3	<p><b>Proposal initiating consultation</b></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p> <p><i>Rationale:</i></p>
6.0	<p><b>Due regard to Rural Needs (please tick all that apply)</b></p>
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
7.0	<p><b>Appendices</b></p> <p><b>Appendix 1 – The Draft Consultation Response</b>  <b>Appendix 2 – The Draft DfI Active Travel Delivery Plan document</b>  <b>Appendix 3 - Maps of proposed routes in NMDDC provided by DfI</b></p>
8.0	<p><b>Background Documents</b></p> <p><a href="#">Active Travel Delivery Plan   Department for Infrastructure</a></p>

## ACTIVE TRAVEL DELIVERY PLAN CONSULTATION

**Draft Comments/Responses from Newry, Mourne and Down District Council are in RED Text below for consideration.**

**The response will be submitted online to meet the deadline of 28<sup>th</sup> February 2025. This is a word version incorporating our Draft Responses to allow for easy access and feedback, comments, etc.**

**As the submission deadline falls before the next full Council meeting the submission will be made with the caveat that it is subject to review by Council, and so our response can be retracted or changes can be made if required.**

### Overview

Over one third of journeys in Northern Ireland are less than two miles long, and two thirds are less than five miles long. These shorter distances offer a tremendous opportunity for active travel to become a practical and attractive option for many people.

This Active Travel Delivery Plan sets out how the Department for Infrastructure will prioritise and deliver high-quality active travel infrastructure, for shorter everyday journeys within urban and rural settlements, over the next 10 years. The plan will be instrumental in ensuring that the infrastructure is consistently designed to be safe, accessible, and interconnected, encouraging more people to walk, wheel, or cycle as part of their daily routine.

### Why your views matter

By commenting on our proposals, you can help shape the developing active travel network in your area and the Department's overall approach to active travel investment.

Responses to the consultation can be submitted via the link at the bottom of this page.

It is planned to hold a number of engagement events during the consultation period if you would like more information before responding.

Dates, times and locations will be posted on the Department's website, social media feeds and the Events section below as it becomes available.

If you require a paper copy of the questionnaire, please contact us at:

[activetravel@infrastructure-ni.gov.uk](mailto:activetravel@infrastructure-ni.gov.uk)

We would like to receive your comments by **28th February 2025**.

### Why is an Active Travel Delivery Plan Needed?

By providing attractive travel options, we empower people to make more sustainable choices. With safe, reliable, and accessible active travel infrastructure, individuals are more likely to embrace healthier alternatives to driving. This shift can lead to more vibrant places where traffic congestion and air quality are less of an issue and our streets feel safer and more pleasant for everyone.

While we have the Belfast Cycle Network Delivery Plan and the Strategic Plan for Greenways, up until now there was no plan for the North for the delivery of active travel infrastructure. Historically, delivery has sometimes leaned towards less technically complex schemes, resulting in a lack of consistency and connectivity. Without a unified plan, many areas remain underserved by active travel options, limiting the overall impact of the investment.

The Climate Change Act (Northern Ireland) 2022 underscores the crucial role of active travel in addressing climate goals. It mandates the development of sectoral plans for transport which set a minimum spend on active travel from the overall transport budgets of 10%. Meeting this commitment will require a significant increase in investment.

A comprehensive plan is essential to maximise the benefits of this increased investment. Our long-term vision is to create a seamless, integrated network that allows more people, regardless of age or ability, to choose active travel. Our vision also focused on consistency in design, ensuring that new infrastructure meets the highest levels of safety and accessibility. We invite you to comment on our proposals, to help shape the developing active travel network in your area and the Department's overall approach to active travel investment.

What is your name? Name *(Required)*

Newry, Moume and Down District Council

What is your email address?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

Email [eamonn.keaveney@nmandd.org](mailto:eamonn.keaveney@nmandd.org)

Are you responding on behalf of: *(Required)*

*Please select only one item*

Individual

Organisation

X

If you are responding on behalf of an organisation, please provide the name of your organisation and outline which groups of people it represents:

Newry, Mourne and Down District Council

Local Authority

For individuals please select your most common mode of transport for short journeys?

N/A



### Prioritisation of Potential Active Travel Routes

To ensure we prioritise investment effectively, we have developed an assessment framework that will allow us to assess and score potential active travel routes. The framework considers the extent to which a route will connect people to existing places of interest, as well as any potential barriers to delivery such as land ownership and ecological matters. The places of interest considered include such things as schools, leisure facilities, areas of employment and many other local amenities. It also considers the connections that could be prioritised to maximise benefits for individuals, the environment and society. We identified three key connection types which we believe offer the greatest potential to realise these benefits. We have placed a particular emphasis on these in our assessment framework.

#### Connections to local schools

Many people are concerned about safety and congestion in the vicinity of schools. Improving the active travel infrastructure around schools to encourage parents and children to travel actively for the school run, can improve safety and bring health benefits for pupils and parents alike. By investing in such infrastructure, we empower young people to adopt sustainable habits that can last a lifetime.

#### Connections to public transport

Combining active travel and public transport is a great way for people to reduce their dependence on the car and reduce their carbon footprint. Reducing the impact of traffic congestion by reducing the number of people who are dependent on the private car for their commute, can help to make our cities more attractive, sustainable and successful.

#### Connections to town centres

Creating better connections to local centres will make it easier for people to access the amenities they use every day. This can lead to increased footfall, making these local centres more vibrant and commercially attractive.

The assessment framework can be applied to anywhere people have a desire to get from A to B. This will form the basis for how we will prioritise investment in active travel infrastructure.

### Do you agree that we have emphasised the right things?

(Required)	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Connections to local schools <small>Please select only one item</small>	X				
Connections to public transport <small>Please select only one item</small>	X				
Connections to town centres <small>Please select only one item</small>	X				

### Are there other types of journey or connections that you think should have more influence on where we focus investment in active travel infrastructure?

The council agrees with the 3 proposed key connection types above. We believe the development of Park and Ride combined with Active Travel Hubs for some of our busier towns should also be considered under the 'Connections to Transport' element. These Park and Ride systems should be designed to accommodate car users to park their cars outside a town and travel into towns such as Newcastle for example via public transport or using cycling or walking routes linking them to important amenities.

We also believe that an additional 'Key Connection Type' for 'Major Amenities' such as for example the Mourne Mountains or similar amenities should be considered. This will provide good active travel access for locals and visitors alike and help with congestion at busy periods including for example during events or festivals.

### **Active Travel Network Delivery Plans**

We have used our assessment framework to identify a network of priority routes, for delivery over the next 10 years, and future routes. We have also identified routes where the existing active travel infrastructure could be enhanced.

We are proposing to phase delivery as set out below. We believe this is a reasonable estimate of what we can deliver based on ramping up active travel investment to meet our Climate Change Act obligations by 2030.

**Priority routes (0-10 Years):** This phase will see the delivery of over 200km of high-quality active travel infrastructure. These are the routes that we have assessed as having the potential to deliver the greatest benefits on completion.

**Future routes (10+ Years):** This phase will see the delivery of over 1000km of high-quality active travel infrastructure which will deliver a high-quality, connected network that is accessible and attractive to as wide a range of people as possible.

Active Travel Network Delivery Plans have been developed for 42 settlements within the following Council Areas:

#### **Antrim and Newtownabbey Borough Council**

Antrim  
Ballyclare  
Crumlin  
Newtownabbey  
Randalstown

#### **Ards and North Down Borough Council**

Bangor  
Comber  
Donaghadee  
Holywood  
Newtownards

#### **Armagh City, Banbridge and Craigavon Borough Council**

Armagh  
Banbridge  
Craigavon  
Dromore

#### **Causeway Coast and Glens Borough Council**

Ballycastle  
Ballymoney  
Coleraine  
Limavady  
Portrush  
Portstewart

#### **Derry City and Strabane District Council**

Derry/Londonderry  
Strabane

**Fermanagh and Omagh District Council**

Fermanagh  
Omagh

**Lisburn and Castlereagh City Council**

Lisburn City  
Carryduff  
Metropolitan Castlereagh  
Metropolitan Lisburn

**Mid and East Antrim Borough Council**

Ballymena  
Carrickfergus  
Greenisland  
Larne

**Mid Ulster District Council**

Magherafelt  
Cookstown  
Coalisland  
Dungannon

**Newry, Mourne and Down District Council**

Ballynahinch  
Downpatrick  
Kilkeel  
Newcastle  
Newry  
Warrenpoint

**Priority Routes****Newry, Mourne and Down District Council ATDP**

The following settlements are situated within Newry, Mourne and Down District Council

**Ballynahinch**  
**Downpatrick**  
**Kilkeel**  
**Newcastle**  
**Newry**  
**Warrenpoint**

Our assessment framework has identified Priority Routes in the settlements below (no priority routes have been identified in Ballynahinch and Warrenpoint)

***See also attached Appendix 20 with DfI Maps of proposed active travel routes.***

***DfI's online Maps have additional interactive properties.***

*(Please comment on as many settlements as you wish before continuing to the next question)*



Do you agree with the Priority Routes for Downpatrick?

*Route 1: Flying Horse Road/Ardglass Road Junction to Killough Road Junction*

*Please select only one item*

*Do you agree with the Priority Routes for Downpatrick?      YES       NO*

**If you wish to expand on your answer above or if you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified, please do so in the box below:**

*The Council agrees with the Priority routes for Downpatrick.*

*The Council broadly agrees with the aims of the DfI Active Travel Delivery Plan however it does express some reservations about the planned extent of development over the next 10 years which if this is to be truly transformational seems rather unambitious.*

*The Council welcomes the positive engagement which it has had with DfI in particular the local DfI Active Travel Unit and the central DfI Active Travel Department. Ongoing engagement has led to good development work on the ground and good engagement with local stakeholders via the Council. The Council has provided a large amount of proposed routes and local knowledge of potential opportunities to DfI through the consultation process to date. Many good potential routes have been identified and examined and we look forward to the next stage of seeing more infrastructure being built and developed over the coming years. We hope that the additional routes in these towns and other areas which the Council has provided to and discussed with DfI to date will also be considered for development in the near future*

*We are happy to see that many of these routes have been included in the Plan.*

Do you agree with the Priority Routes for Kilkeel?

*Route 1: Knockchree Avenue*

*Please select only one item*

*Route 2: Moume Esplanade*

*Please select only one item*

*Do you agree with the Priority Routes for Kilkeel?      YES       NO*

**If you wish to expand on your answer above or if you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified, please do so in the box below.**

*The Council agrees with the Priority routes for Kilkeel.*

The Council broadly agrees with the aims of the DfI Active Travel Delivery Plan however it does express some reservations about the planned extent of development over the next 10 years which if this is to be truly transformational seems rather unambitious.

The Council welcomes the positive engagement which it has had with DfI in particular the local DfI Active Travel Unit and the central DfI Active Travel Department. Ongoing engagement has led to good development work on the ground and good engagement with local stakeholders via the council. The Council has provided a large amount of proposed routes and local knowledge of potential opportunities to DfI through the consultation process to date. Many good potential routes have been identified and examined and we look forward to the next stage of seeing more infrastructure being built and developed over the coming years. We hope that the additional routes in these towns which the Council has provided to and discussed with DfI to date will also be considered for development in the near future

We are happy to see that many of these routes have been included in the Plan.

Do you agree with the Priority Routes for Newcastle?

Route 1: Castlewellaan Road from Dundrum Road to Settlement Limit

Please select only one item

Do you agree with the Priority Routes for Newcastle?      YES       NO

**If you wish to expand on your answer above or if you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified, please do so in the box below.**

The Council agrees with the Priority routes for Newcastle.

The Council broadly agrees with the aims of the DfI Active Travel Delivery Plan however it does express some reservations about the planned extent of development over the next 10 years which if this is to be truly transformational seems rather unambitious.

The Council welcomes the positive engagement which it has had with DfI in particular the local DfI Active Travel Unit and the central DfI Active Travel Department. Ongoing engagement has led to good development work on the ground and good engagement with local stakeholders via the council. The Council has provided a large amount of proposed routes and local knowledge of potential opportunities to DfI through the consultation process to date. Many good potential routes have been identified and examined and we look forward to the next stage of seeing more infrastructure being built and developed over the coming years. We hope that the additional routes in these towns which the Council has provided to and discussed with DfI to date will also be considered for development in the near future

We are happy to see that many of these routes have been included in the Plan.



Do you agree with the Priority Routes for Newry?

Route 1: A25 Camlough Road to Needham Bridge via Jennings Park

Please select only one item

Do you agree with the Priority Routes for Newry?    YES    X    NO

If you wish to expand on your answer above or if you have any alternative routes that you feel may bring more benefit to the local community and should be prioritised above those identified, please do so in the box below.

The Council agrees with the Priority routes for Newry.

The Council broadly agrees with the aims of the DfI Active Travel Delivery Plan however it does express some reservations about the planned extent of development over the next 10 years which if this is to be truly transformational seems rather unambitious.

The Council welcomes the positive engagement which it has had with DfI in particular the local DfI Active Travel Unit and the central DfI Active Travel Department. Ongoing engagement has led to good development work on the ground and good engagement with local stakeholders via the council. The Council has provided a large amount of proposed routes and local knowledge of potential opportunities to DfI through the consultation process to date. Many good potential routes have been identified and examined and we look forward to the next stage of seeing more infrastructure being built and developed over the coming years. We hope that the additional routes in these towns which the Council has provided to and discussed with DfI to date will also be considered for development in the near future

We are happy to see that many of these routes have been included in the Plan.

**Do you have any additional comments about the proposals for Newry, Mourne and Down District Council?**

The Council broadly agrees with the aims of the DfI Active Travel Delivery Plan however it does express some reservations about the planned extent of development over the next 10 years which if this is to be truly transformational seems rather unambitious.

The Council welcomes the positive engagement which it has had with DfI in particular the local DfI Active Travel Unit and the central DfI Active Travel Department. Ongoing engagement has led to good development work on the ground and good engagement with local stakeholders via the council. The Council has provided a large amount of proposed routes and local knowledge of potential opportunities to DfI through the consultation process to date. Many good potential routes have been identified and examined and we look forward to the next stage of seeing more infrastructure being built and developed over the coming years. We hope that the additional routes in these towns which the Council has provided to and discussed with DfI to date will also be considered for development in the near future



We are happy to see that many of these routes have been included in the Plan.

The Council expresses some concern about the Plan excluding important smaller villages and settlements in particular in rural areas (due to the 5000 population limit used) and seeks reassurance that these smaller settlements will also be given adequate active travel infrastructure particularly where there are rural schools, communities, businesses and other rural amenities and meeting places.

Active Travel infrastructure within urban areas is vital and we understand that the plan focusses on this but it would be good to see a similar focus on connectivity between towns and villages within the district and with neighbouring districts to ensure safe modes of travelling further afield.

It is welcome to see the promise of a renewed programme of Greenways development over the next 10 years which will help with connectivity between settlements for work, schools, amenities and leisure/tourism.

Again the Council has provided DfI via Consultation with a strong list of priority Greenways for the district and we hope to progress these with the assistance of the Department over the next 5 to 10 years and further afield.

It is vital that the Greenways programme is led and driven by the Department of Infrastructure in particular land acquisition and other complex matters which the Department would have the resources to deliver. This should be done in partnership with the local Council who can help work with the local community engagement to deliver these important and strategic arterial active travel routes.

As well as the development of active travel and Greenway infrastructure which is vital and welcome there needs to be a plan on how to finance and carry out ongoing maintenance and repairs to ensure the new enhanced network remains at a good, safe and acceptable level for use by the public.

In addition Newry, Mourne and Down District Council has invested in the development of an Active Travel Masterplan for the District which was completed in 2019 with the help of Sustrans. This Masterplan lays out a strategic approach to active travel and greenway development over the next 10 years plus. It also looks at possible interventions and solutions to traffic management and Place development in urban centres and across the district. Extensive Public Consultation and engagement with elected representatives and other organisations took place during the formulation of this Masterplan. Both the Council and DfI's local Active Travel Unit have used the NMDDC Active Travel Masterplan as a useful guide for planning and developing active travel infrastructure on the ground. We hope that DfI will continue to look to this Active Travel Masterplan as a vital and useful guide to developing infrastructure and solutions in our district.



## Designing the Network

### Design Principles

To enhance the streetscape for active travel, we will consider a variety of interventions tailored to meet the unique needs of each area. Two key principles will guide the design of each scheme:

#### Do you agree with these principles?

Design will be people-centred, with the aim of creating places that are welcoming and accessible to all.

YES

NO

Design will focus on the provision of high-quality infrastructure, appropriate to the situation, with safety at its heart

YES

NO

#### Do you have any additional comments on the principles for Designing the Network?

The Council accepts the general approach suggested for the Design of the Network.

It is vital that the 'Designing the Network' approach must be Future proofed – it must look ahead to take into consideration changing priorities in transport, streetscapes and urban centre developments over the next 30 to 50 years including a move towards a zero carbon economy and innovations in Placemaking design. It must serve the future lifestyles and neighbourhoods of local people as well as accommodating visitors, tourism, leisure and business services.

The overall accessibility to our towns and villages should be welcoming and convenient, which ensures connectivity and encourages locals and visitors to move around freely and spend quality time as well as money in our local businesses and amenities.

The Design approach should look at best practice examples internationally and be innovative and bold in its approach to transforming our urban and other spaces.

Good Inter-agency Communication is also important both within departments and between departments such as DfI, DfC and DfE and also with Local Councils to ensure a joined up approach is taken so that Active Travel and other traffic and transport interventions and infrastructure developments work for the best interest of local people, local communities, local businesses and schools. For example within DfI 'Road Service' needs to talk to 'Active Travel' and to 'Traffic Planning/Management' teams and anyone else relevant when they are planning interventions and developments.

The 'Designing of the Network' also needs to take into consideration convenient access to local services and other amenities and ensure that rural or isolated people or communities are included and connected with and not unduly impacted upon or further isolated.

## Road Space Allocation and Traffic Management

### Rebalancing the Street

To accommodate safe, high-quality active travel infrastructure, we may need to re-balance the space within our streets. This could involve narrowing carriageway widths in areas where the focus has shifted from maximizing motor traffic to ensuring safe and efficient movement for everyone. We may also explore options to reduce or relocate parking and review existing bus stop placements to ensure equal and convenient access to local amenities and services for all.

### Rethinking Traffic Management

There may be places where we can introduce traffic management measures that can help to make walking, wheeling, and cycling more attractive. This could include lowering speed limits or implementing one-way systems to reduce risks associated with motor traffic, especially in areas with high pedestrian and cyclist interaction. We may also restrict motor vehicle access in places where there is desire to create places that are predominantly people focussed.

#### To what extent do you agree with these principles?

(Required)	Rebalancing the Street	Rethinking Traffic Management
Strongly Agree	X	X
Agree		
Neutral		
Disagree		
Strongly Disagree		

#### Do you have any additional comments on the principles for Designing the Network?

This is the inevitable direction of travel we will be moving in as a society. The move towards a zero carbon economy will lead to less car users and less traffic on the roads and therefore it is timely to rebalance the street more in favour of pedestrians, cyclists, wheelers and other active travel options.

This must be carried out in a constructive and sensitive manner to bring people along with the progress and the changes involved. It should involve a fair and just transition where no group of people are left unfairly disadvantaged or severely impacted upon either economically, socially or environmentally.

In particular local businesses and the local economy should not be compromised by developments but should instead realise the positive benefits and outcomes of a well designed, planned and delivered network.

Investment and significant improvements to Public Transport will also be necessary to deliver an effective joined up network.

Good communication with local communities through a positive partnership with the local Council will be important as will a good joined up approach between Government Departments to ensure local people and businesses understand the implications and the opportunities arising from the transition to more active travel within our towns.



## Strategic Environmental Assessment

A Strategic Environmental Assessment report has been produced for this plan. The report identifies the likely environmental effects of implementing the Plan, with a particular emphasis on those effects which are considered 'significant' and provides detail of mitigation that can be applied to maximise beneficial effects, while minimising those effects considered to be adverse to the environment.

The report can be accessed via the following link:

Strategic Environmental Assessment Report

<https://www.infrastructure-ni.gov.uk/consultations/active-travel-delivery-plan>

## Information on Strategic Environmental Assessment (SEA)

Strategic Environmental Assessment (SEA) is a system of including environmental considerations into certain plans and programmes at an early stage of the programme or plan development.

European SEA Directive

The European SEA Directive (2001/42/EC) <http://ec.europa.eu/environment/eia/sea-support.htm> requires that all member states of the European Union should have ratified the Directive into their own country's law by 21 July 2004, and this was done in Northern Ireland through The Environmental Assessment of Plans and Programmes Regulations (Northern Ireland) 2004 legislation <http://www.legislation.gov.uk/nisr/2004/280/contents/made>

The Directive defines 'environmental assessment' (Article 2(b)) as a procedure comprising:

preparing an Environmental Report on the likely significant effects of the draft plan or programme

carrying out consultation on the draft plan or programme

taking into account the Environmental Report and the results of consultation in decision making

providing information when the plan or programme is adopted and showing how the results of the environmental assessment have been taken into account

## Do you have any comments on the Strategic Environmental Assessment Report ?

We are content with the SEA in that the correct approach in accordance with the relevant legislation as stated above has been undertaken.

We therefore have no comment at present on the SEA.

**Next Steps**

After the consultation ends, we will review all the feedback. Following this, a report will be Published showing how your comments have influenced the final Active Travel Delivery Plan.

Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to be published. If you ask for your response not to be published, we will still take account of your views in our analysis, but we will not publish your response, quote anything that you have said or list your name. We will regard your response as confidential, and we will treat it accordingly.

To find out how we handle your personal data, please see our privacy policy  
<<https://www.infrastructure-ni.gov.uk/dfiprivacy#:~:text=Consent%3A%20an%20individual%20must%20give,before%20entering%20into%20a%20contract>>

(please right click on the link to open in a new window). By submitting your response you agree to our privacy policy.

Information for organisations only:

The option 'Publish response only (without name)' refers only to your name, not your organisation's name. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

**The Department for Infrastructure would like your permission to publish your consultation response. Please indicate your publishing preference**

Publish response with name

Publish response only without name

Do not publish response

**We may wish to contact you regarding your response, but we require your permission to do so. Are you content for the Department for Infrastructure to contact you again in relation to this consultation exercise**

YES

NO





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50

# Active Travel Delivery Plan

**Public Consultation**

November 2024



## Ministerial Foreword

### **I am immensely proud to present this Active Travel Delivery Plan for public consultation.**

This plan is about delivering a bold transformation for our communities. We are embarking on a journey to create the foundations of a more active, sustainable transport system, tackling the climate crisis, and providing safe and healthy travel options for all our citizens. Active travel will be at the heart of this transformation.

I recognise the many benefits active travel can bring for individuals and for society. Being more physically active improves our physical health and mental wellbeing. And when it comes to issues like improving air quality, reducing the impact of traffic congestion, and tackling climate change, we can all play our part.

Whether it be to work or school, to the local shops and other amenities, to visit family and friends, or just for leisure and exercise, active travel can help to make our lives better and to make the places we live and visit, feel safer and more welcoming for everyone.

Your journey matters, and by making little changes, we can all make a big difference.

This plan is about ensuring everyone, regardless of age or ability, can safely and confidently choose to walk, wheel, or cycle for their shorter everyday journeys.

This Active Travel Delivery Plan will provide a firm basis for the delivery of walking, wheeling and cycling infrastructure in our villages, towns and cities, over the next ten years and beyond. The benefits will extend beyond transport, creating safer streets, cleaner air, and vibrant spaces where communities come together.

People are at the heart of this plan because active travel is for everyone. It is important that our neighbourhoods towns and villages are designed to meet the needs of those who live there. The input of local people is essential. I encourage everyone to get involved, share your views, and be part of shaping this journey to a more active, sustainable future.

This is your opportunity to give your views on the infrastructure that matters most to you.



John O'Dowd MLA  
Minister for Infrastructure



## What is Active Travel?

The Department for Infrastructure defines Active Travel as:

### **“Travelling by physically active means such as walking, wheeling, or cycling”.**

- **Walking and wheeling** refers to walking, running, or wheeling unaided, as well as using any kind of mobility aids such as electric wheelchairs, mobility scooters or walking frames. People pushing prams or buggies are also included in this definition, as well as other modes such as scooting, skateboarding, and rollerblading/roller skating.
- **Cycling** refers to users of pedal cycles, but not motorbikes. The definition includes e-cycles and non-standard cycles, such as adapted cycles (cycles or tricycles, specially adapted for use by disabled people), cargo cycles and recumbents.

### **We are committed to developing and maintaining the infrastructure that helps to make these activities safe and enjoyable.**

Active travel infrastructure includes footways, footpaths, cycle tracks, cycle lanes, crossings, junction treatments and bridges. Greenways and shared use paths, lighting in urban areas, cycle parking, signage and wayfinding information are also included.

## The Benefits of Active Travel

Active travel offers a wide range of benefits that enhance our health, environment, economy, and society. By incorporating active travel into our daily lives, we can create healthier communities, reduce our environmental impact, and build more vibrant, connected communities.

## Health Benefits

Active travel is an easy and effective way to improve physical and mental health. By integrating activities like walking, wheeling or cycling into their daily routines, individuals can maintain a healthy weight, boost cardiovascular fitness, and lower the risk of chronic diseases such as heart disease, stroke, and diabetes. Regular physical activity also strengthens muscles and improves joint health. Beyond physical health, active travel also has a positive impact on mental health and wellbeing. It can reduce stress, anxiety, and depression while improving mood and mental clarity. For students, walking or cycling to school can enhance concentration and focus, which can lead to improved academic performance.

## Environmental Benefits

Active travel plays a crucial role in reducing the environmental impact of transport. By prioritising walking, wheeling, and cycling for shorter journeys, and combining these modes with public transport for longer trips, we can cut greenhouse gas emissions and reduce air pollution. Less reliance on cars also reduces the impact of traffic congestion, leading to quieter streets and improved quality of life for residents.

## Economic Benefits

Investment in active travel infrastructure can deliver substantial economic returns. Studies have shown that redesigning urban spaces to encourage walking can lead to increased foot traffic, higher sales for local businesses, and an overall boost to the economy. Walkable, bike-friendly environments attract more residents, visitors, and developers, making communities more vibrant and commercially successful.



Employers also gain from promoting active travel among their workforce. Healthier employees are more productive, take fewer sick days, and exhibit higher morale, leading to a more efficient and engaged workplace. By encouraging active travel, companies can foster a healthier and happier work environment while also contributing to sustainability goals.

### **Social Benefits**

Creating public spaces that prioritise human interaction can help transform our streets into safer, more inclusive places where people feel happy to spend time. These spaces encourage outdoor activity and interaction, fostering a stronger sense of community and belonging.

When people feel comfortable spending time in shared places, it promotes social cohesion and makes neighbourhoods feel safer and more welcoming.

Active travel also plays an important role in promoting social equality and inclusivity. By giving accessible travel options to people, especially those who cannot drive or do not have access to a car, we ensure that everyone has the freedom to move around easily and independently.



## Why is an Active Travel Delivery Plan Needed?

**Over one third of journeys in Northern Ireland are less than two miles long, and two thirds are less than five miles long. These shorter distances offer a tremendous opportunity for active travel to become a practical and attractive option for many people.**

By providing attractive travel options, we empower people to make more sustainable choices. With safe, reliable, and accessible active travel infrastructure, individuals are more likely to embrace healthier alternatives to driving. This shift can lead to more vibrant places where traffic congestion and air quality are less of an issue and our streets feel safer and more pleasant for everyone.

While we have the Belfast Cycle Network Delivery Plan and the Strategic Plan for Greenways, up until now there was no plan for the North for the delivery of active travel infrastructure. Historically, delivery has sometimes leaned towards less technically complex schemes, resulting in a lack of consistency and connectivity. Without a unified plan, many areas remain underserved by active travel options, limiting the overall impact of the investment.

The Climate Change Act (Northern Ireland) 2022 underscores the crucial role of active travel in addressing climate goals. It mandates the development of sectoral plans for transport which set a minimum spend on active travel from the overall transport budgets of 10%. Meeting this commitment will require a significant increase in investment.

A comprehensive plan is essential to maximise the benefits of this increased investment. Our long-term vision is to create a seamless, integrated network that allows more people, regardless of age or ability, to choose active travel. Our vision also focused on consistency in design, ensuring that new infrastructure meets the highest levels of safety and accessibility.

This Active Travel Delivery Plan sets out how we will prioritise and deliver high-quality active travel infrastructure within our urban and rural settlements, over the next 10 years. The plan will be instrumental in ensuring that the infrastructure is consistently designed to be safe, accessible, and interconnected, encouraging more people to walk, wheel, or cycle as part of their daily routine.





## The Active Travel Delivery Plan

**We recognise that for most people, active travel is likely to be a more attractive option for shorter journeys rather than longer ones. This Active Travel Delivery Plan focuses on those shorter everyday journeys for the benefit of local communities.**

We want to ensure that investment in active travel brings the maximum benefit possible to the greatest number of people. Realising these benefits requires people to shift modes of transport, from using private cars to active travel. The greatest potential for this modal shift is in urban areas with higher population numbers. For the purpose of this Plan, we are using the NISRA definition of urban areas as those with a population of over 5000.

### Prioritisation

To ensure we prioritise investment effectively, we have developed an assessment framework that will allow us to assess and score potential active travel routes.

User needs were a key factor in the development of this framework. We collected information from a range of sources including available data on things like population densities and local amenities and attractions. We also engaged with regional transport teams who have valuable local knowledge and key stakeholders, such as local councils, Sustrans, the Inclusive Mobility Transport Advisory Committee (IMTAC) and Translink.

The framework considers the extent to which a route will connect people to existing places of interest, as well as any potential barriers to delivery such as land ownership and ecological matters. The places of interest considered include such things as schools, leisure facilities, areas of employment and many other local amenities. It also considers the connections that could be prioritised to maximise benefits for individuals, the environment and society. We identified three key connection types which we believe offer the greatest potential to realise these benefits. We have placed a particular emphasis on these in our assessment framework.

### Connections to local schools

Many people are concerned about safety and congestion in the vicinity of schools. Improving the active travel infrastructure around schools to encourage parents and children to travel actively for the school run, can improve safety and bring health benefits for pupils and parents alike. By investing in such infrastructure, we empower young people to adopt sustainable habits that can last a lifetime.

### Connections to public transport

Combining active travel and public transport is a great way for people to reduce their dependence on the car and reduce their carbon footprint. Reducing the impact of traffic congestion by reducing the number of people who are dependent on the private car for their commute, can help to make our cities more attractive, sustainable and successful.

### Connections to town centres

Creating better connections to local centres will make it easier for people to access the amenities they use every day. This can lead to increased footfall, making these local centres more vibrant and commercially attractive.

The assessment framework can be applied to anywhere people have a desire to get from A to B. This will form the basis for how we will prioritise investment in active travel infrastructure.

**We are now seeking your views on whether we have prioritised the right things or are there other factors which you think should have more influence on where we focus investment in active travel infrastructure.**



## Delivering the Network

We have used our assessment framework to identify a network of priority routes for delivery over the next 10 years, and future routes. We have also identified routes where the existing active travel infrastructure could be enhanced.

We have produced detailed active travel network maps for all towns and cities with populations over 5,000 (based on the latest data from the 2021 census). The exception is Belfast, where the primary focus for active travel investment is the Belfast Cycle Network Delivery Plan (2022).

The active travel network maps show our proposed priority and future routes for each town and city, as well as existing routes with the potential for future enhancement. The maps have been grouped by council area and are provided as appendices to this document. To make it easier to examine these routes, interactive maps are also available on our online consultation page.

It is important to recognise that the average active travel scheme takes a number of years to deliver from inception to completion. It will therefore take some time for us to achieve our aim to have a fully interconnected active travel network.

We are proposing to phase delivery as set out below. We believe this is a reasonable estimate of what we can deliver based on ramping up active travel investment to meet our Climate Change Act obligations by 2030.

- **Priority routes (0-10 Years):** This phase will see the delivery of over 200km of high-quality active travel infrastructure. These are the routes that we have assessed as having the potential to deliver the greatest benefits on completion.
- **Future routes (10+ Years):** This phase will see the delivery of over 1000km of high-quality active travel infrastructure which will deliver a connected network that is accessible and attractive to as wide a range of people as possible.

We recognise that local priorities, travel habits, and infrastructure needs can change over time. We are committed to regularly reviewing the Active Travel Delivery Plan to ensure it continues to reflect the needs of the community. As towns and cities grow, and travel patterns shift, we will adjust our prioritisation of routes to make sure they align with these changes, always focusing on what brings the greatest benefit to the community.

**We are seeking your views on the ATDP priority routes shown on these maps or if there are other routes that you feel may bring more benefit to the local community and should be prioritised above those identified.**

### Rural Active Travel Networks

In rural areas and smaller towns and villages, creating safe, accessible routes that connect local residents to key amenities can be transformational. These routes can make it easier for people to move safely within their communities, reducing reliance on cars and fostering a greater sense of connection.

The same connection types that we believe will be most beneficial to people in urban areas will also be beneficial to those who live in rural areas. We will therefore be placing particular emphasis on links to schools, public transport and town/villages centres in rural areas. To ensure fairness and consistency, we will use the same guiding principles of the assessment framework that we apply in larger towns to prioritise pedestrian and cycling improvements in smaller settlements.

This approach will help us identify the most beneficial routes and deliver infrastructure that promotes safe, active travel for rural communities as well.

### The Bigger Picture

The Active Travel Delivery Plan, with its focus on shorter everyday journeys, is just one part of our overall strategy for the delivery of a connected, active travel network across Northern Ireland.

Greenways and other strategic inter-urban routes will also be an important part of the network. As part of our ramping up strategy we plan to bring forward a rolling programme of major active travel signature projects, which will provide key connections to enhance the overall active travel network.

Once adopted, this plan will complement the Belfast Cycle Network Delivery Plan, the Strategic Plan for Greenways and our signature projects to provide our teams and delivery partners with a firm basis for the overall delivery of active travel infrastructure for the next ten years and beyond.





## Designing the network

The Active Travel Network Plans outline essential connections needed to create a comprehensive walking, wheeling, and cycling network that links communities to key destinations. They do not specify the exact infrastructure required.

We have reviewed our current policies and procedures and developed updated design guidance for active travel based on leading international best practice. As part of this review, we considered a number of elements that are important to the success of active travel investment, such as inclusive design, road safety, school area treatments, wayfinding, asset management, monitoring and evaluation, and behavioural change. This work has informed the development of our updated design guidance.

This marks a step change in our commitment to providing safe, inclusive and attractive active travel infrastructure for all those who choose to walk, wheel or cycle.

### Overarching Design Principles

To enhance the streetscape for active travel, we will consider a variety of interventions tailored to meet the unique needs of each area.

Two key principles will guide the design of each scheme:

**Design will be people-centred, with the aim of creating places that are welcoming and accessible to all.**

Schemes will be designed to be used by as wide a range of people as possible and will consider the needs of some of the most vulnerable road users first.

Drawing on UK and international best practice in the development of our proposals, we will seek the views of the community and key users throughout the design process.

We aim to address the needs of all users as best we can in each situation, but with a focus on those groups that can sometimes be disadvantaged by the actions of others.

**Design will focus on the provision of high-quality infrastructure, appropriate to the situation, with safety at its heart**

Each scheme will consider the level of provision required to ensure that the infrastructure provided is safe, and feels safe.

There is no one-size-fits-all design, each individual scheme will be tailored to meet local needs. While it is not possible to show what any one scheme will look like, we can provide examples of high-quality infrastructure that can be implemented in different contexts.

**TRAFFIC FREE ROUTES**

Routes facilitating active travel remote from motor traffic



Appropriate **lighting in urban areas** helps to ensure that routes remain attractive all year round

May be **shared use, or segregated** between different active travel modes depending on volume of users.

Can provide attractive routes for **leisure and recreational use**, as well as shorter **everyday journeys**.

**MIXED TRAFFIC**

Neighbourhood areas including residential streets



Cyclists mixing with motor traffic due to **low motor traffic volumes and speeds**

**Footways or suitable shared surface** generally provided for pedestrians.



### MANDATORY CYCLE LANES

Mixed use places that serve a variety of functions



### SEPARATED ACTIVE TRAVEL FACILITIES

Busy urban routes with high traffic volumes



## Rebalancing the Street

To accommodate safe, high-quality active travel infrastructure, we may need to re-balance the space within our streets. This could involve narrowing carriageway widths in areas where the focus has shifted from maximising motor traffic to ensuring safe and efficient movement for everyone. We may also explore options to reduce or relocate parking and review existing bus stop placements to ensure equal and convenient access to local amenities and services for all.

## Rethinking Traffic Management

There may be places where we introduce traffic management measures that can help to make walking, wheeling, and cycling more attractive. This could include lowering speed limits or implementing one-way systems to reduce risks associated with motor traffic, especially in areas with high pedestrian and cyclist interaction. We may also restrict motor vehicle access in places where there is a desire to create places that are predominantly people focussed.

**We are seeking your views on the key principles and their implications in terms of road space allocation and traffic management.**





## Have Your Say

**We have outlined our plans for the delivery of active travel infrastructure for shorter everyday journeys - we would now like you to give us your views.**

By commenting on our proposals, you can help shape the developing active travel network in your area and the Department's overall approach to active travel investment.

Responses to the consultation can be submitted via Citizen Space.

We plan to hold a number of engagement events during the consultation period and would invite you to come along to an event if you would like more information before responding.

Please use the QR Code opposite or visit <https://www.infrastructure-ni.gov.uk/consultations/active-travel-delivery-plan>

to access the online consultation and to find out about the consultation events.

If you require a paper copy of the questionnaire, please contact us at:

[activetravel@infrastructure-ni.gov.uk](mailto:activetravel@infrastructure-ni.gov.uk)

We would like to receive your comments by **28th February 2025**.

After the consultation ends, we will review all the feedback. Following this, a report will be published showing how your comments have influenced the final Active Travel Delivery Plan.

Local engagement on active travel schemes is an integral part of our design process. There will be further opportunities to give your views on specific schemes as these are developed. Statutory consultation will also be carried out at the appropriate time on any schemes that require traffic regulation orders.



Antrim and Newtownabbey Borough Council	Appendix 1
Ards and North Down Borough Council	Appendix 2
Armagh City, Banbridge and Craigavon Borough Council	Appendix 3
Causeway Coast and Glens Borough Council	Appendix 4
Derry City and Strabane District Council	Appendix 5
Fermanagh and Omagh District Council	Appendix 6
Lisburn and Castlereagh City Council	Appendix 7
Mid and East Antrim Borough Council	Appendix 8
Mid Ulster District Council	Appendix 9
Newry, Mourne and Down District Council	Appendix 10



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**Infrastructure**

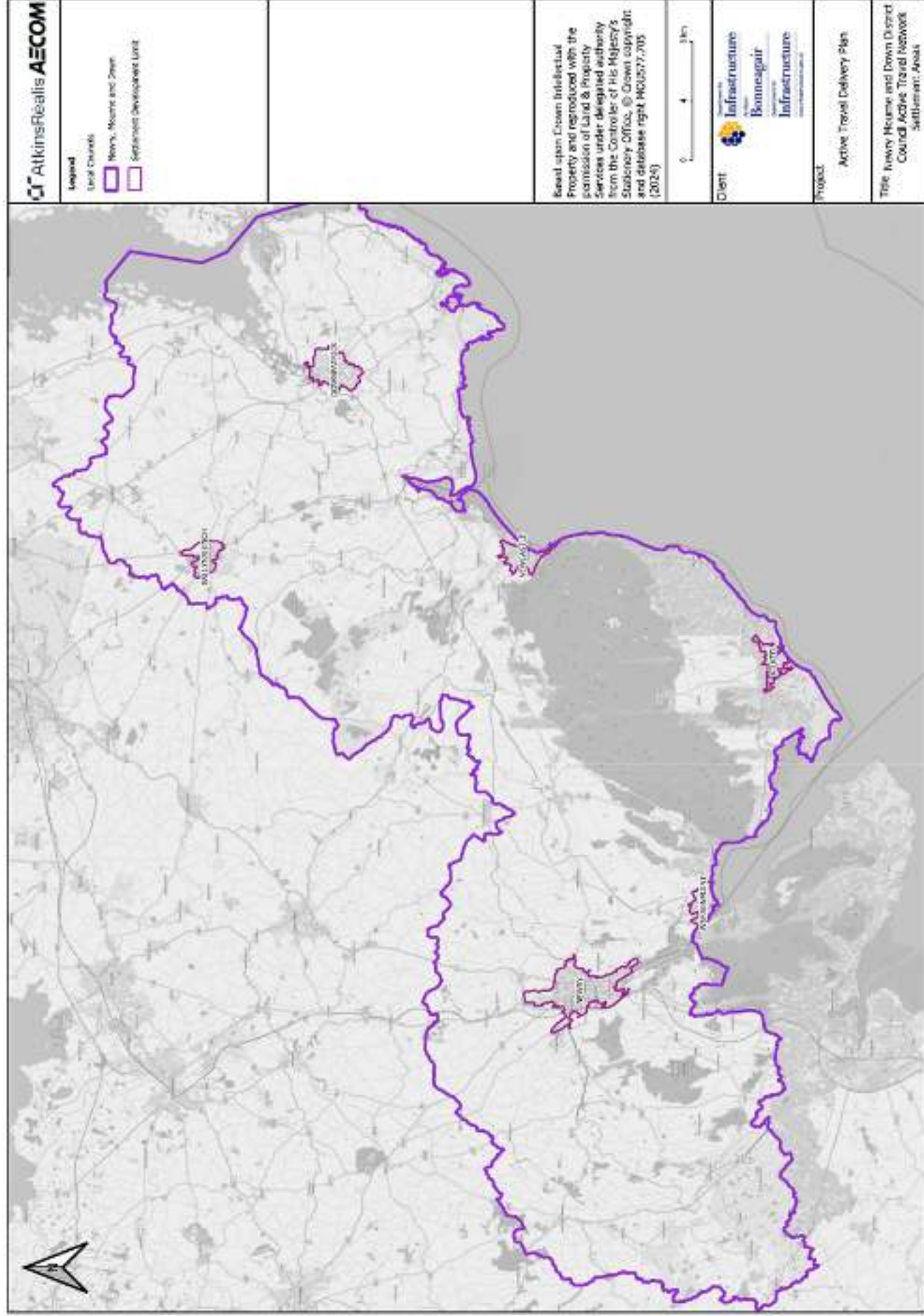
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### Newry, Mourne and Down District Council Appendix 10

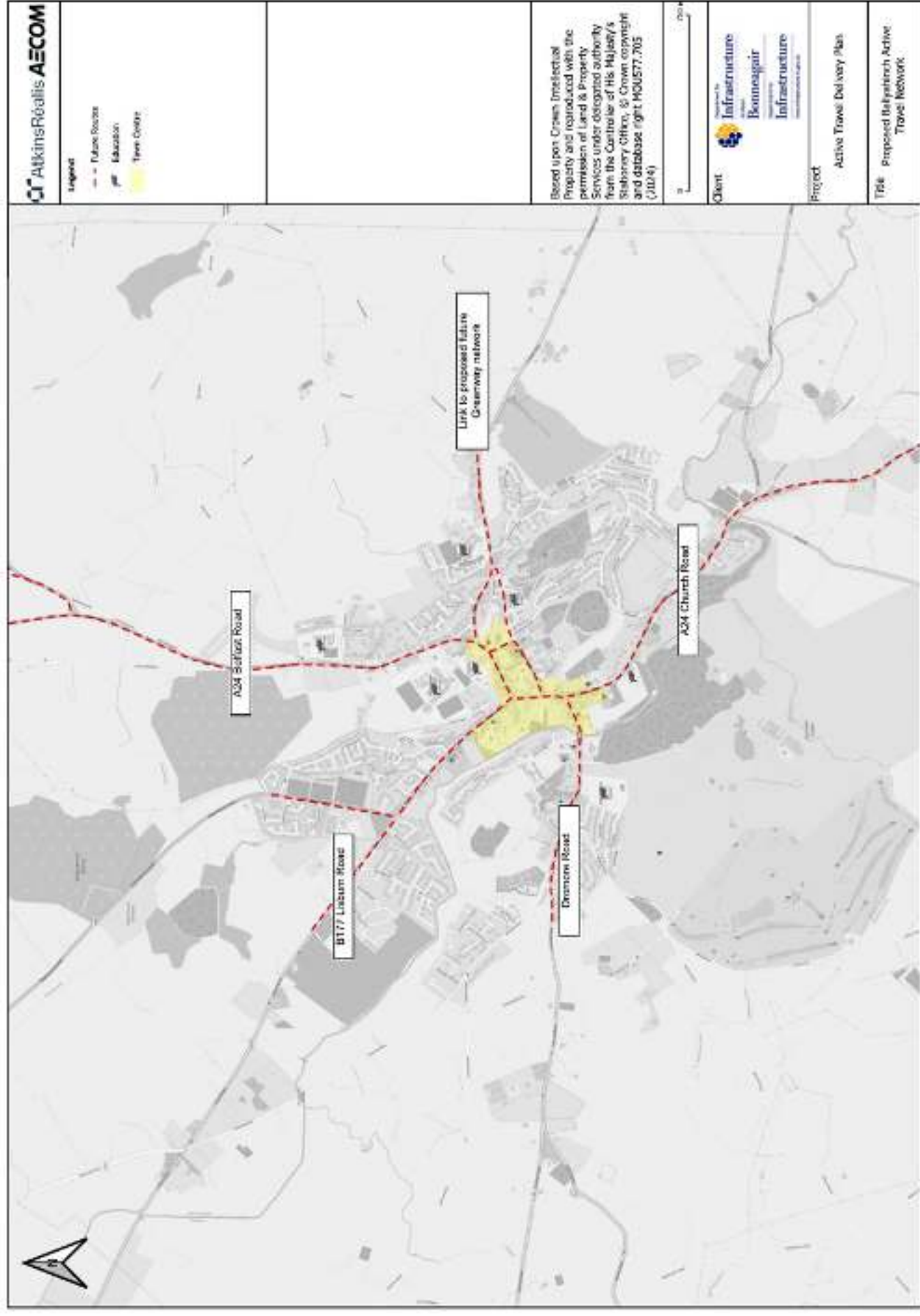


The table below provides a summary of the routes in each settlement that have been identified as Priority Routes. The overarching aim of the prioritisation process is to identify routes that link populations to key attractors.

<b>Settlement</b>	<b>Route No.</b>	<b>Description</b>
Downpatrick	1	Flying Horse Road/B1 Ardglass Road Junction to Killough Road Junction
Kilkeel	1	Knockchree Avenue
	2	Mourne Esplanade
Newcastle	1	Castlewellan Road to Settlement Limit
Newry	1	A25 Camlough Road to Needham Bridge via Jennings Park

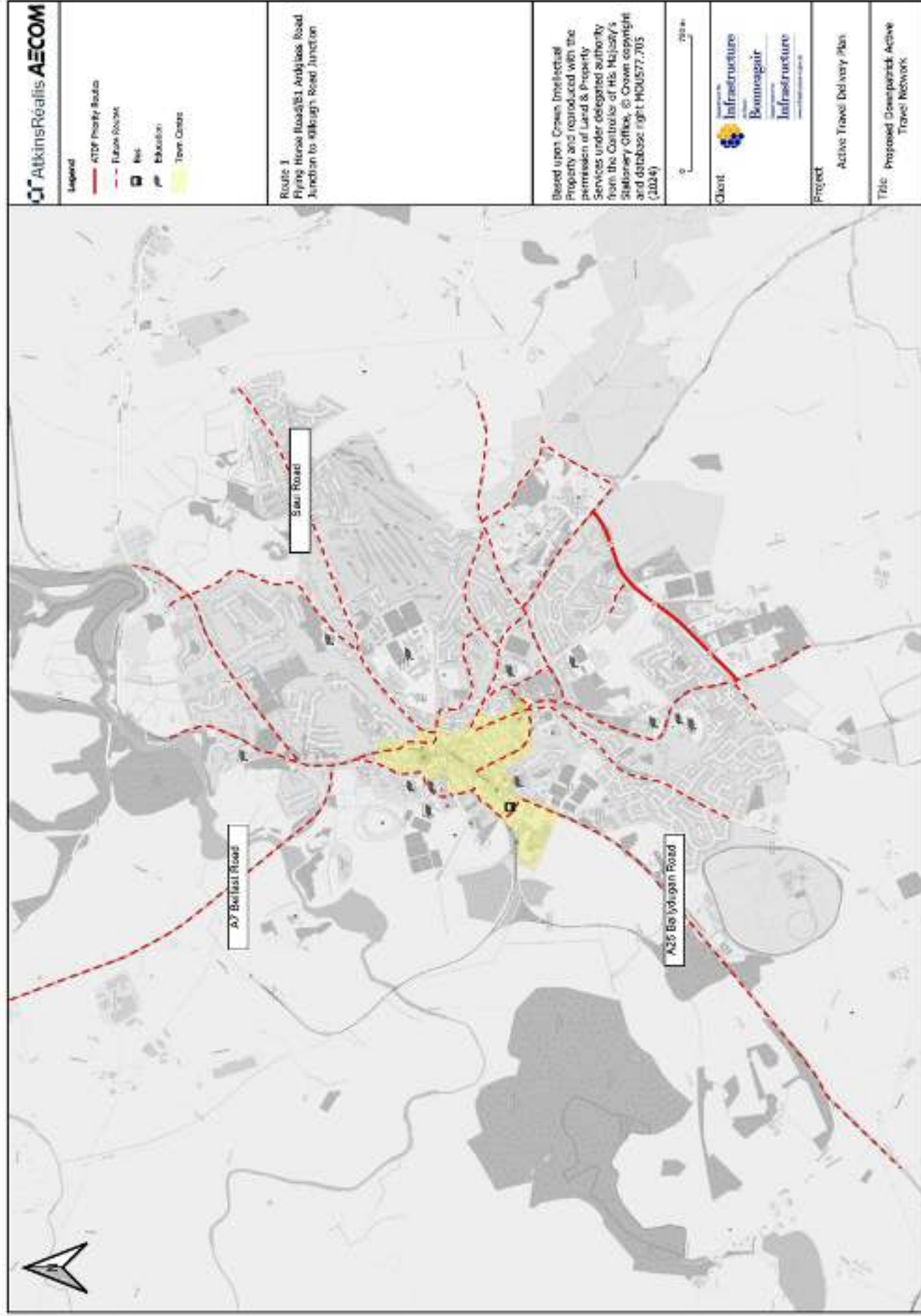
The ATDP Priority Routes for each settlement are shown in the maps on the following pages. The maps also show Future Routes, Existing Routes and Existing Routes with potential for Future Enhancements.

# Ballynahinch





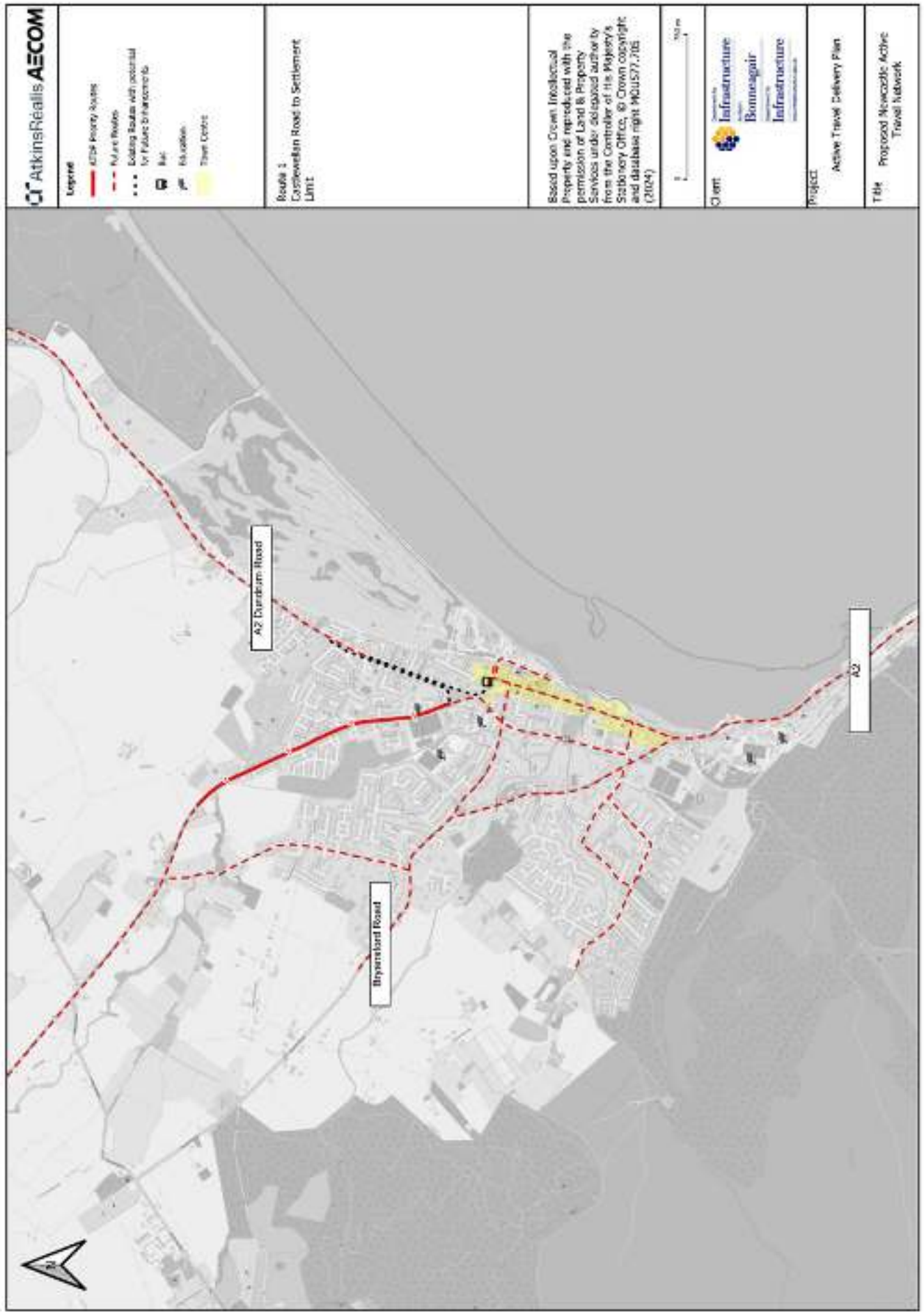
# Downpatrick



# Kilkeel

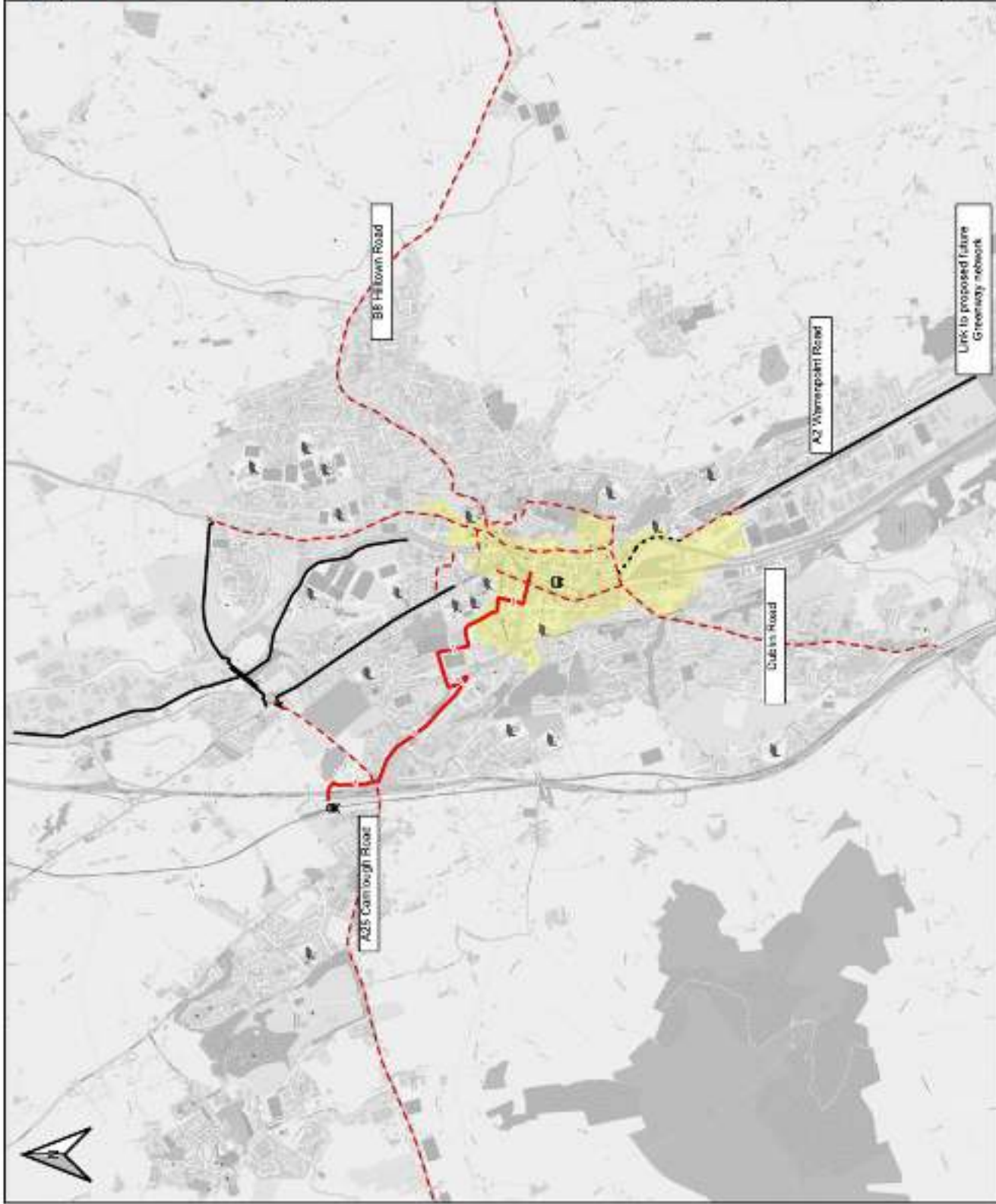


# Newcastle





# Newry



AtkinsRealis **AECOM**

- Legend**
- ATDF Priority Routes
  - Public Routes
  - Existing Routes
  - - - Existing Routes with potential for future enhancements
  - Bus
  - Rail
  - Education
  - Town Centre

**Route 1**  
A25 Carrington Road to Needham Bridge via Jennings Park

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**Client**

**Project**  
Active Travel Delivery Plan

**Title** Proposed Newry Active Travel Network

# Warrenpoint



<b>Report to:</b>	Sustainability and Environment Committee
<b>Date of Meeting:</b>	19 February 2025
<b>Subject:</b>	Appointment of Charge point Operator via Tender for the Supply, Installation, Operation and Maintenance of Electric Vehicle Chargepoints for the NI Electric Vehicle Consortium for the ORCS Project
<b>Reporting Officer (Including Job Title):</b>	Conor Sage, Assistant Director, Sustainability
<b>Contact Officer (Including Job Title):</b>	Eamonn Keaveney, Head of Sustainability

Confirm how this Report should be treated by placing an x in either: -

<b>For decision</b>	<b>X</b>	<b>For noting only</b>
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<b>1.0</b>	<b>Purpose and Background</b>
1.1	To seek approval from Committee to proceed with the ORCS (OnStreet Residential Chargepoint Scheme) EV Charger project following successful appointment of a Charge Point Operator via a joint procurement process led by Derry City and Strabane District Council.
<b>2.0</b>	<b>Key issues</b>
2.1	Members will be aware that Council is part of a consortium to appoint a Chargepoint Operator for the provision, installation, operation and maintenance of EV chargepoints in 9 council areas.  The 9 councils in the Consortium are as follows: <ul style="list-style-type: none"> <li>• Antrim &amp; Newtownabbey Borough Council,</li> <li>• Ards &amp; North Down Borough Council,</li> <li>• Armagh City Banbridge &amp; Craigavon Borough Council,</li> <li>• Derry city and Strabane District Council</li> <li>• Fermanagh &amp; Omagh District Council,</li> <li>• Lisburn &amp; Castlereagh City Council,</li> <li>• Mid &amp; East Antrim Borough Council,</li> <li>• Mid Ulster District Council and</li> <li>• Newry Mourne &amp; Down District Council.</li> </ul>
2.2	A funding application to the "Office for Zero Emission Vehicles" (OZEV) was successful as part of the "OnStreet Residential ChargePoint Scheme" (ORCS), with 25% match funding being received from the Department for Infrastructure (DfI).
2.3	The Procurement process to appoint a Chargepoint Operator was led by Derry City and Strabane District Council's procurement team. Newry, Mourne and Down District Council was represented on the Tender Evaluation Team by the Council's Head of Sustainability. A tender procurement exercise was undertaken in respect of these services in full compliance with Council procurement processes.



2.4	The provision for the service was advertised in accordance with the Public Contracts Regulations 2015. In accordance with Councils procurement procedures, it was published electronically via the Find a Tender Service and through etendersni on 12th June 2024.
2.5	Five responses were received, and these were evaluated using the published evaluation criteria. A successful bidder has been appointed and a Contract is being put in place.
2.6	The chargepoints will be located in a range of locations that are in 'close proximity to a residential area', as the aim of the scheme is to benefit homes without driveways / off-street parking.
2.7	<p>The proposed List of Locations (which are subject to DfI approval and Connection Applications to NIE Networks) for the Newry, Mourne and Down District Council area as previously discussed with members are as follows:</p> <ol style="list-style-type: none"> <li>1. East St/Kings Lane Car Park, Warrenpoint, BT34 3HXI</li> <li>2. River Street Car Park, Newry, BT34 2DQ</li> <li>3. Quay Street Car Park, Ardglass, BT30 7SA</li> <li>4. Antrim Road Car Park, Ballynahinch, BT24 8AN</li> <li>5. Ben Crom Car Park, Kilkeel, BT34 4DL</li> <li>6. Ben Crom Car Park 2nd EVCP, Kilkeel, BT34 4DL</li> <li>7. Upper Square Car Park, Castlewellan, BT31 9BD</li> <li>8. Lisburn St N'th Car Park, Ballynahinch, BT24 8BD</li> <li>9. Lisburn St N'th Car Park 2nd EVCP, Ballynahinch, BT24 8BD</li> <li>10. Annesborough Car Park, Castlewellan, BT31 9NH</li> <li>11. Mount Crescent Car Park, Downpatrick, BT30 6EU</li> <li>12. Charlemont Square, Bessbrook, Newry, BT35 7AE On Street</li> <li>13. Dan Rice Hall, Drumaness, BT24 8RL On Street</li> <li>14. Kennedy Square (Relocation of Scotch Street Car Park), Downpatrick, BT30 6AY</li> <li>15. Bracken Avenue, Newcastle (NIHE), BT33 0HG On Street</li> <li>16. Islands Park, Newcastle, Car Park, BT33 0EF</li> <li>17. The Square Crossmaglen, Car Park, BT35 9AA</li> <li>18. Ardglass Marina, Ardglass, Car Park, BT30 7SA</li> </ol>
2.8	Participating councils now need to give approval to confirm that they are prepared to continue to move forward with the ORCS Project following appointment of the Chargepoint Operator.

<b>3.0</b>	<b>Recommendations</b>
3.1	Members are asked to approve: <ul style="list-style-type: none"> <li>Council to continue to proceed with the ORCS EV Charger Project following successful appointment of a Chargepoint Operator.</li> </ul>
<b>4.0</b>	<b>Resource implications</b>
4.1	The project is funded by the OZEV Fund with match funding from Department for Infrastructure NI.
<b>5.0</b>	<b>Due regard to equality of opportunity and regard to good relations (complete the relevant sections)</b>
5.1	<p><b><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></b></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p><b><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></b></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>
5.3	<p><b><i>Proposal initiating consultation</i></b></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p> <p><i>Rationale:</i></p>
<b>6.0</b>	<b>Due regard to Rural Needs (please tick all that apply)</b>

<p>6.1</p>	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
<p><b>7.0</b></p>	<p><b>Appendices</b></p>
<p><b>8.0</b></p>	<p><b>Background Documents</b></p>



<b>Report to:</b>	Sustainability and Environment Committee
<b>Date of Meeting:</b>	19 February 2025
<b>Subject:</b>	Refuse Collection and HRC arrangements for Public Holidays 2025/26
<b>Reporting Officer (Including Job Title):</b>	Sinead Trainor, Assistant Director: Environment
<b>Contact Officer (Including Job Title):</b>	Sinead Trainor, Assistant Director: Environment

	For decision	X	For noting only													
<b>1.0</b>	<b>Purpose and Background</b>															
1.1				The purpose of this report is to seek approval from the Sustainability and Environment Committee for service provisions on Public Holidays applying to the 2025/26 financial year.												
1.2				Public Holidays applying to the 2025/25 financial year have been reviewed alongside operational provision for Refuse Collection services and Household Recycling Centres. Revised operational arrangements are agreed with staff and waste receiving centres to ensure operational arrangements are coordinated. These revised arrangements are communicated to Householders through their individual household Bin Collection Calendars and on print and social media.												
<b>2.0</b>	<b>Key Issues</b>															
2.1				<p><u>Public Holiday Arrangements 2025/26</u></p> <p>Proposed operational arrangements and schedule for 2025/26 Public Holiday Arrangements in relation to Refuse Collection Services and the opening of Household Recycling Centres are detailed in Appendix 1.</p> <p>Alternative arrangements for refuse collections at Christmas 2025 and New Year’s Day 2025, reflect the legacy operating arrangements and are as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Public Holiday</th> <th style="width: 25%;">Date of Public Holiday</th> <th style="width: 50%;">Alternative Refuse Collection Day</th> </tr> </thead> <tbody> <tr> <td>Christmas Day</td> <td>Thursday 25/12/2025</td> <td>Alternative collection: Newry – Saturday 20 December 2025 Downpatrick – Monday 22 December 2025</td> </tr> <tr> <td>St Stephens Day</td> <td>Friday 26/12/2025</td> <td>Alternative collection: Newry – Saturday 27 December 2025 Downpatrick – Monday 29 December 2025</td> </tr> <tr> <td>New Years Day</td> <td>Thursday 01/01/2026</td> <td>Alternative collection: Newry – Saturday 03 January 2026 Downpatrick – Monday 05 January 2026</td> </tr> </tbody> </table>	Public Holiday	Date of Public Holiday	Alternative Refuse Collection Day	Christmas Day	Thursday 25/12/2025	Alternative collection: Newry – Saturday 20 December 2025 Downpatrick – Monday 22 December 2025	St Stephens Day	Friday 26/12/2025	Alternative collection: Newry – Saturday 27 December 2025 Downpatrick – Monday 29 December 2025	New Years Day	Thursday 01/01/2026	Alternative collection: Newry – Saturday 03 January 2026 Downpatrick – Monday 05 January 2026
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New Years Day	Thursday 01/01/2026	Alternative collection: Newry – Saturday 03 January 2026 Downpatrick – Monday 05 January 2026														

2.2	<p><b>Bin Collection Calendars</b></p> <p>A PR campaign will be rolled out to highlight to residents that the Bin Collection Calendars are available to easily access and download and the importance of recycling right.</p> <p>Residents who wish to have a paper copy will be able to print their Bin Collection Calendar from the Council's website or request a copy to be emailed or printed and posted.</p>
3.0	<p><b>Recommendations</b></p> <p>Members are asked to approve:</p> <ul style="list-style-type: none"> <li>The alternative Refuse Collection Services and opening arrangements for Household Recycling Centres on Public Holidays applying to the 2025/26 financial year.</li> </ul>
4.0	<p><b>Resource implications</b></p>
4.1	No additional resource implications associated with this report.
5.0	<p><b>Due regard to equality of opportunity and regard to good relations (complete the relevant sections)</b></p>
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>n/a <input type="checkbox"/></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>
5.3	<p><b>Proposal initiating consultation</b></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input checked="" type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p> <p><i>Rationale:</i> n/a</p>
6.0	<p><b>Due regard to Rural Needs (please tick all that apply)</b></p>
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
7.0	<p><b>Appendices</b></p>
	Appendix 1 – Schedule of Public Holiday Arrangements
8.0	<p><b>Background Documents</b></p>

**Appendix 1 - Schedule of Public Holiday Arrangements**

<b>Public Holiday</b>	<b>Date of Public Holiday</b>	<b>Alternative Refuse Collection Day</b>	<b>Household Recycling Centre Arrangements</b>
Easter Monday	Monday 21/04/2025	*No Collection in Down Normal Collection in Newry	Open 09:30 – 16:30
Easter Tuesday	Tuesday 22/04/2025	Normal Collection	Open 09:30 – 16:30
May Day	Monday 05/05/2025	*No Collection in Down Normal Collection in Newry	Open 09:30 – 16:30
Late May Bank Holiday	Monday 26/05/2025	*No Collection in Down Normal Collection in Newry	Open 09:30 – 16:30
12 July	Monday 14/07/2025	*No Collection in Down Normal Collection in Newry	Open 09:30 – 16:30
13 July	Tuesday 15/07/2025	Normal Collection	Open 09:30 – 16:30
August Bank Holiday	Monday 25/08/2025	*No Collection in Down Normal Collection in Newry	Open 09:30 – 16:30
Christmas Eve	Wednesday 24/12/2025	Normal Collection	Open 09:30 – 15:00
Christmas Day	Thursday 25/12/2025	Newry – Saturday 20 December 2025 Downpatrick – Monday 22 December 2025	CLOSED
St Stephens Day	Friday 26/12/2025	Newry – Saturday 27 December 2025 Downpatrick – Monday 29 December 2025	CLOSED
Statutory Day	Monday 29/12/2025	*No Collection in Down Normal Collection in Newry	Open 09:30 – 16:30
New Years Day	Thursday 01/01/2026	Newry – Saturday 03 January 2026 Downpatrick – Monday 05 January 2026	CLOSED
St Patricks Day	Tuesday 17/03/2026	Normal Collection	CLOSED

\* Mondays are a normal nonservice day in Down.



# Northern Ireland Local Authority Collected Municipal Waste Management Statistics

*Quarterly provisional estimates for July to September 2024*



Department of  
**Agriculture, Environment  
and Rural Affairs**

An Roinn

**Talmhaíochta, Comhshaoil  
agus Gnóthaí Tuaithe**

Department of

**Fairmin, Environment  
an' Kintra Matthers**

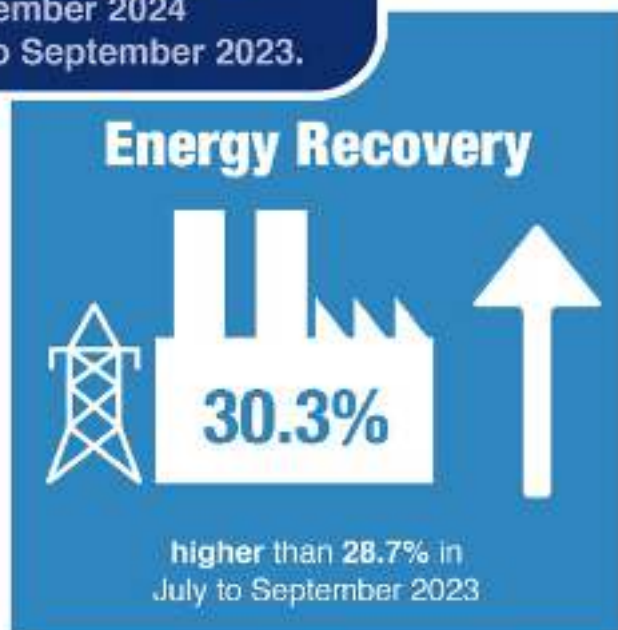
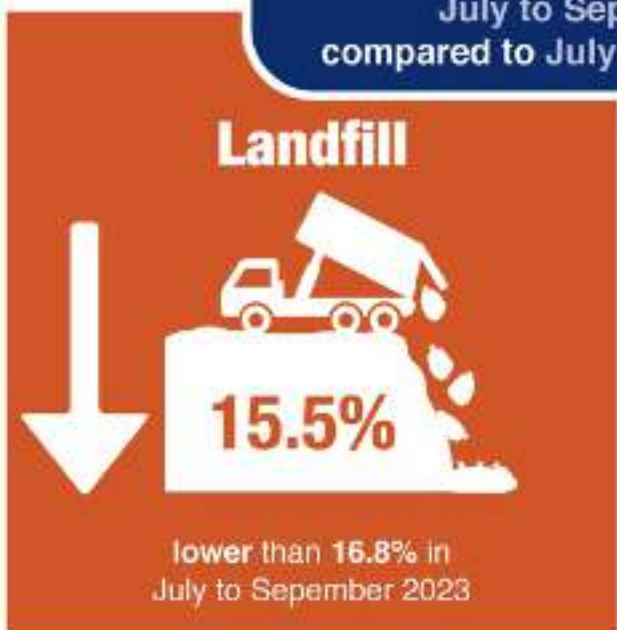
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## Northern Ireland waste management statistics – July to September 2024



Recycling, energy recovery and landfill rates of LAC municipal waste July to September 2024 compared to July to September 2023.





## Key Points

- Northern Ireland's councils collected 267,145 tonnes of waste during July to September 2024, higher than the 264,839 tonnes collected during July to September 2023.
- During July to September 2024, 52.9 per cent of waste collected by councils was sent for recycling, similar to the recycling rate recorded for July to September 2023.
- The landfill rate for waste collected by councils was 15.5 per cent in July to September 2024, a fall from both 71.8 per cent in July to September 2006 and 16.8 per cent during July to September 2023.
- During July to September 2024, 30.3 per cent of waste arisings were sent for energy recovery which was higher than the 28.7 per cent reported in July to September 2023. In the longer term, energy recovery rates have increased from 0.1 per cent recorded during July to September 2009.
- Household waste accounted for 86.7 per cent of all Local Authority collected (LAC) waste during this period.
- The recycling rate for household waste only was 53.7 per cent during July to September 2024, similar that recorded during July to September 2023. The landfill rate for household waste was 15.1 per cent, which was lower than the rate of 16.4 per cent recorded in July to September 2023.

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## Contents

Overview	1
Waste arisings	2
Recycling	4
Energy recovery	6
Landfill	8
National Statistics	11

### Reader Information

This document may be made available in alternative formats, please contact us to discuss your requirements. Definitions of key terms used in this publication are available in [Appendix 2 – Glossary](#) of the latest Annual Report.

### Purpose

This is a quarterly publication which reports provisional statistics on the key measurements of local authority collected municipal waste for councils and waste management groups in Northern Ireland.

The data contained are used by local authorities, waste management groups, Devolved Administrations and UK Government to measure progress towards achieving targets from various waste strategies including:

- The revised Northern Ireland Waste Management Strategy
- The Waste Framework Directive

Data on household recycling was a population indicator for the previous Programme for Government (PfG) and has been proposed as an indicator in the forthcoming PfG.

The data are also used by media, the general public and special interest groups to inform policy and lifestyle choices related to the treatment of waste.

Further details are available in [Appendix 1 – Main Uses of Data](#) of the Annual Report.

### Next Updates

- Provisional statistics for October to December 2024 are scheduled for publication in April 2025.
- Finalised data for 2024/25 are scheduled to be published in November 2025 and will supersede previously published data from the four quarterly returns for that financial year.
- The scheduled dates for all upcoming publications are available from the GOV.UK statistics release calendar: [www.gov.uk/search/research-and-statistics](http://www.gov.uk/search/research-and-statistics)

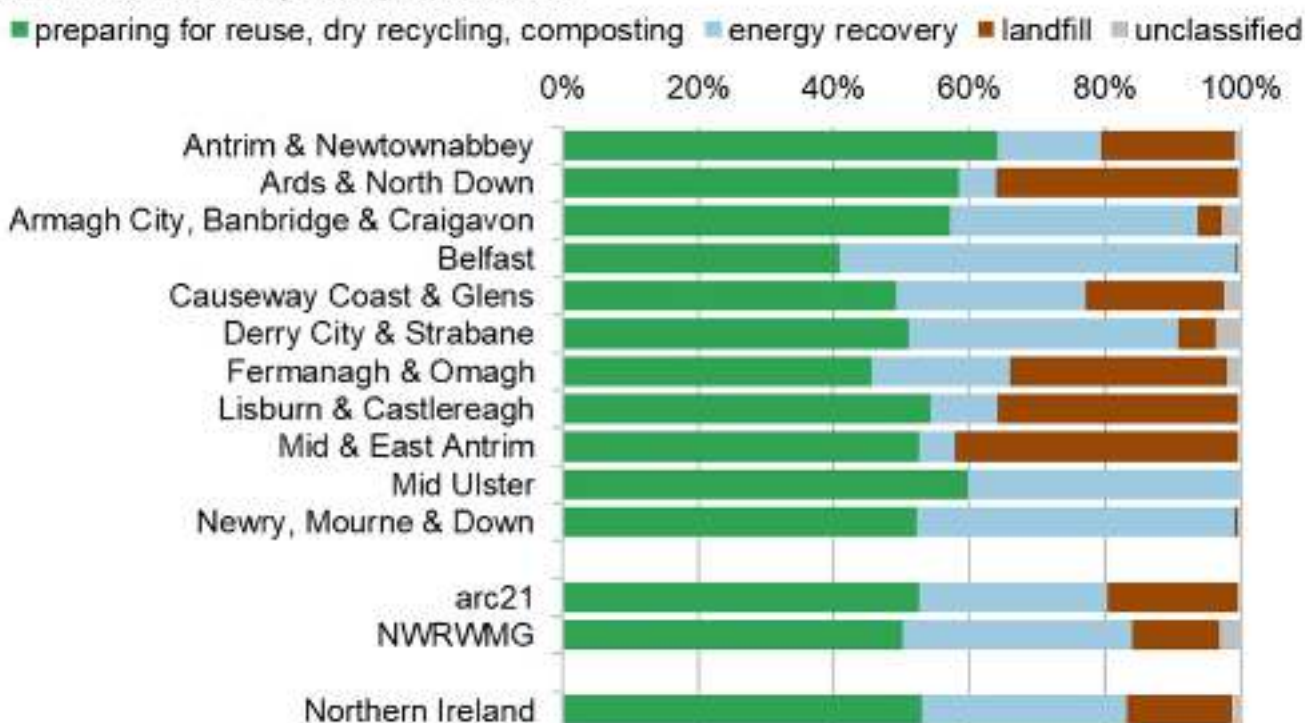
## Overview

This report presents information on the quantities of Local Authority Collected (LAC) municipal waste managed in Northern Ireland between July and September 2024. The report is split into four sections, each of which cover local authority collected municipal waste and, where appropriate, household waste:

- waste arisings (pages 2-3),
- recycling (pages 4-5),
- energy recovery (pages 6-7),
- landfill (pages 8-10).

**Figure 1: Waste preparing for reuse, dry recycling, composting, energy recovery and landfill rates by council and waste management group**

Northern Ireland, July to September 2024



At the Northern Ireland level, 52.9 per cent of waste collected by councils was sent for preparing for reuse, dry recycling and composting between July to September 2024. Energy recovery accounted for 30.3 per cent and 15.5 per cent was landfilled. The remaining 1.2 per cent unaccounted for is likely to involve moisture and/or gaseous losses from the amount of waste collected. Each of the rates are discussed in detail in the appropriate section of the report.

The rate of waste sent for preparing for reuse, dry recycling and composting was similar to that reported in July to September 2023 (53.3 per cent). The landfill rate decreased by 1.3 percentage points whilst the energy recovery rate increased by 1.6 percentage points from July to September 2023. Household waste accounted for 86.7 per cent of total waste collected by councils. Household waste includes materials collected directly from households via kerbside collections, material taken to bring sites and civic amenity sites as well as several other smaller sources.

## Waste arisings

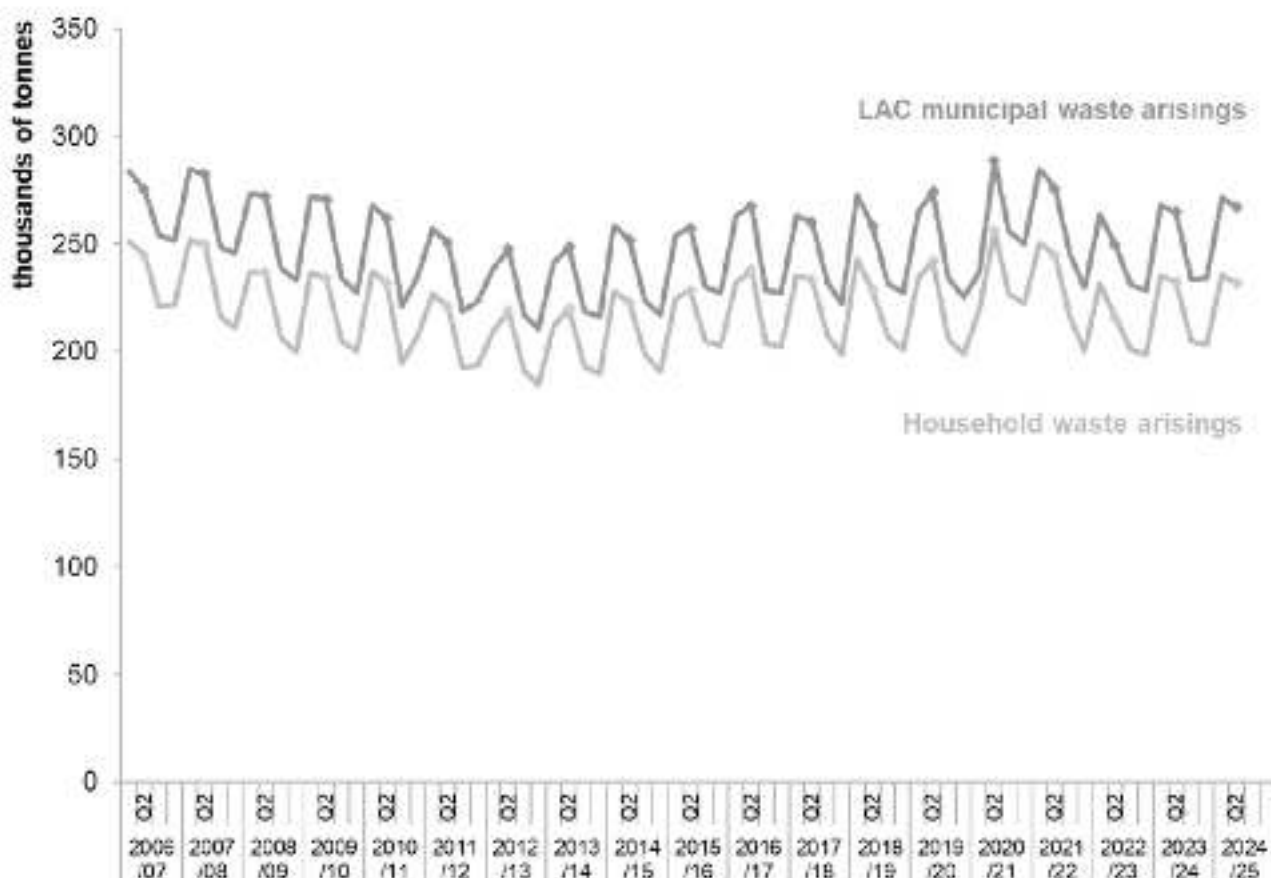
Northern Ireland's councils collected 267,145 tonnes of waste between July and September 2024. This was higher than the 264,839 tonnes collected during July to September 2023. Factors affecting LAC municipal waste arisings, the majority of which is household waste, include individual household behaviours, the advice and collection services provided by councils, the state of the economy and weather conditions during the specific quarter.

The total quantity of local authority collected (LAC) municipal waste arisings is a key performance indicator, KPI (j). This indicator is used to monitor performance under the Local Government (Performance Indicators and Standards) Order (Northern Ireland) 2015.

Since 2006/07 household waste has accounted for 86-90 per cent of total waste collected by councils each quarter, apart from April to June 2020 when Covid-19 restrictions resulted in a larger than normal proportion of household waste being collected. During July to September 2024 household waste accounted for 86.7 per cent. The remaining 13.3 per cent was non-household waste such as rubble/soil and commercial/industrial waste.

### Figure 2: Waste arisings

Northern Ireland, quarterly from 2006/07 to 2024/25 KPI (j)



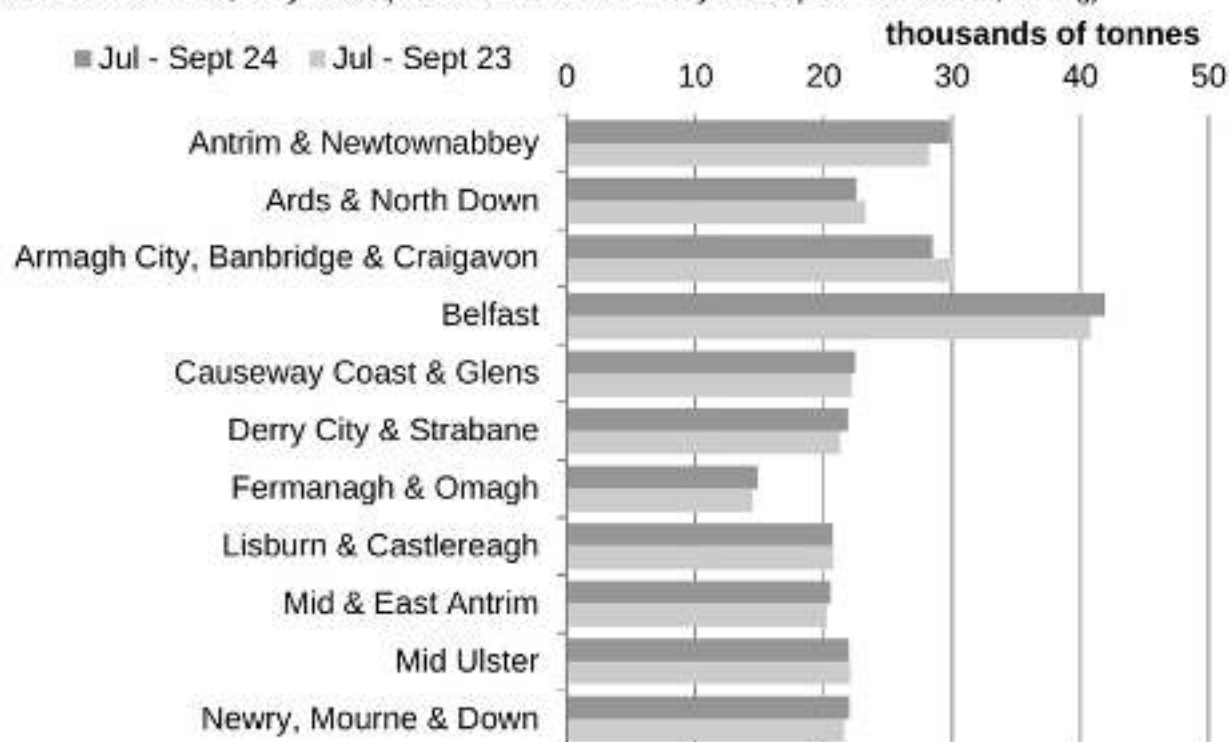
The longer term trend for July to September saw a gradual reduction in LAC municipal waste arisings of 12.3 per cent across five years, from 282,309 tonnes between July to September 2007 to a low of 247,487 tonnes between the same three months of 2012. From July to September 2012 until a peak for the July to September quarter of 288,605



tonnes in 2020, arisings showed a generally increasing trend. From the July to September peak, arisings fell to 267,145 tonnes collected in the latest quarter.

**Figure 3: Waste arisings by council**

Northern Ireland, July to September 2023 and July to September 2024, KPI (j)



The proportion of waste collected by each council broadly reflects the population within the councils. Belfast collected the most waste at 41,883 tonnes, whilst Fermanagh and Omagh collected the least at 14,858 tonnes.

Seven councils reported an increase in total arisings in July to September 2024 compared to the same period in 2023 with two councils reporting a decrease in total arisings<sup>1</sup>.

Antrim & Newtownabbey reported the largest increase in total arisings in July to September 2024 compared to the same period in 2023, rising by 5.5 per cent. Armagh City, Banbridge & Craigavon and Ards & North Down reported decreases from July to September 2023 to July to September 2024 of 5.1 and 3.0 per cent respectively.

The total quantity of waste collected at kerbside was 2.2 per cent lower than the amount collected in July to September 2023, while the quantity of waste collected at civic amenity sites increased by 6.5 per cent.

These statistics can be found in Table 1 and Table 2 of the accompanying data tables spreadsheet and in the [time series dataset](#).

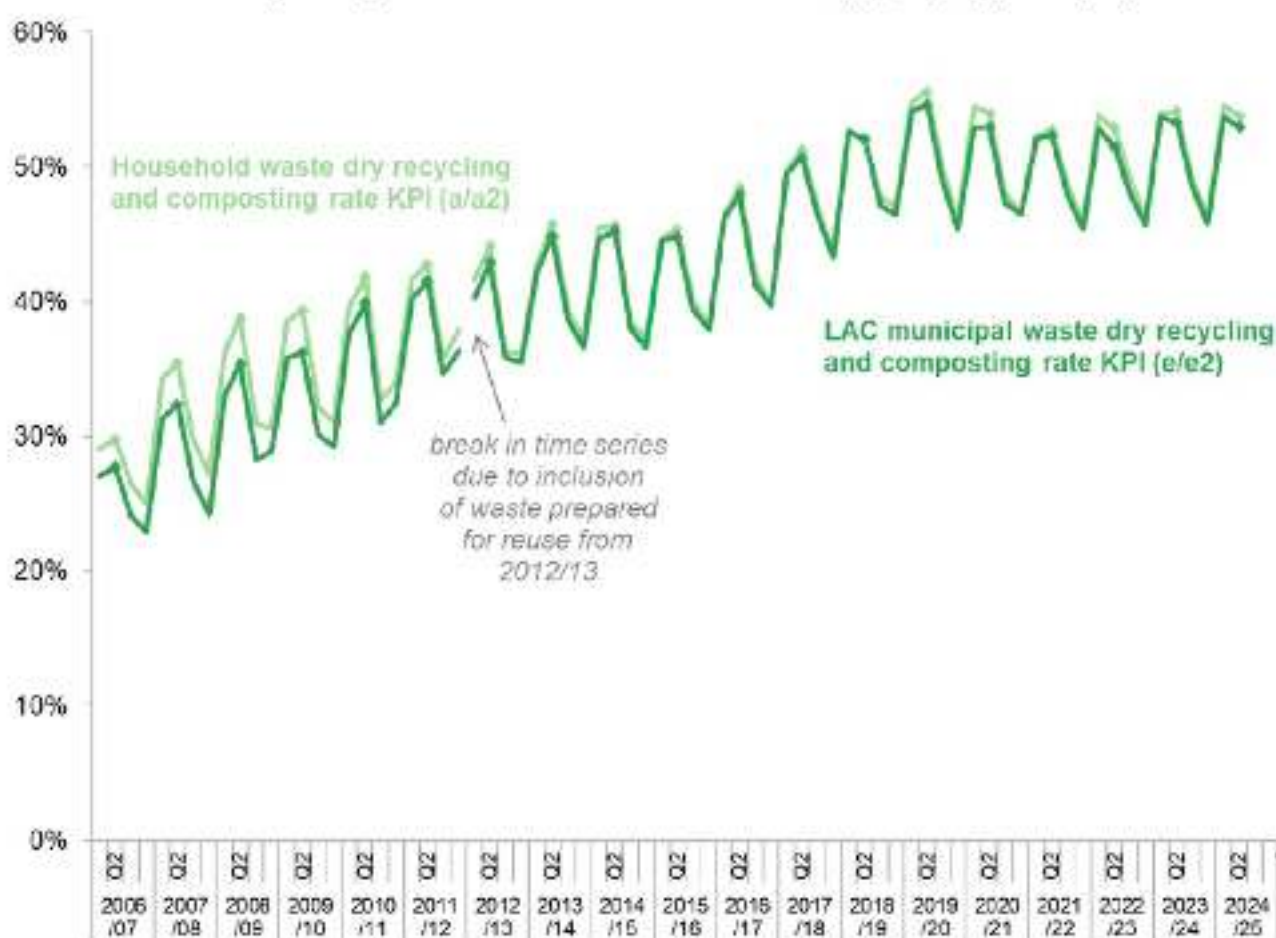
<sup>1</sup> Very small increases or decreases in figures (<0.5 per cent or <0.5 percentage points) are not highlighted in the commentary.

## Recycling

This section of the report looks at local authority collected (LAC) municipal waste and household waste recycling rates, both of which include waste sent for preparing for reuse, dry recycling and composting.

There were 141,418 tonnes of LAC municipal waste sent for preparing for reuse, dry recycling and composting (referred to as 'recycling' for the rest of this section) during July to September 2024. The waste recycling rate was 52.9 per cent similar to the waste sent for recycling during July to September 2023.

**Figure 4: Waste sent for preparing for reuse, dry recycling and composting**  
Northern Ireland, quarterly from 2006/07 to 2024/25, KPIs (a), (a2), (e) and (e2)



These statistics show seasonal variation which is driven by the quantities of garden waste sent for composting. Greater quantities of garden waste are collected and sent for composting during the spring and summer quarters, April to June and July to September.

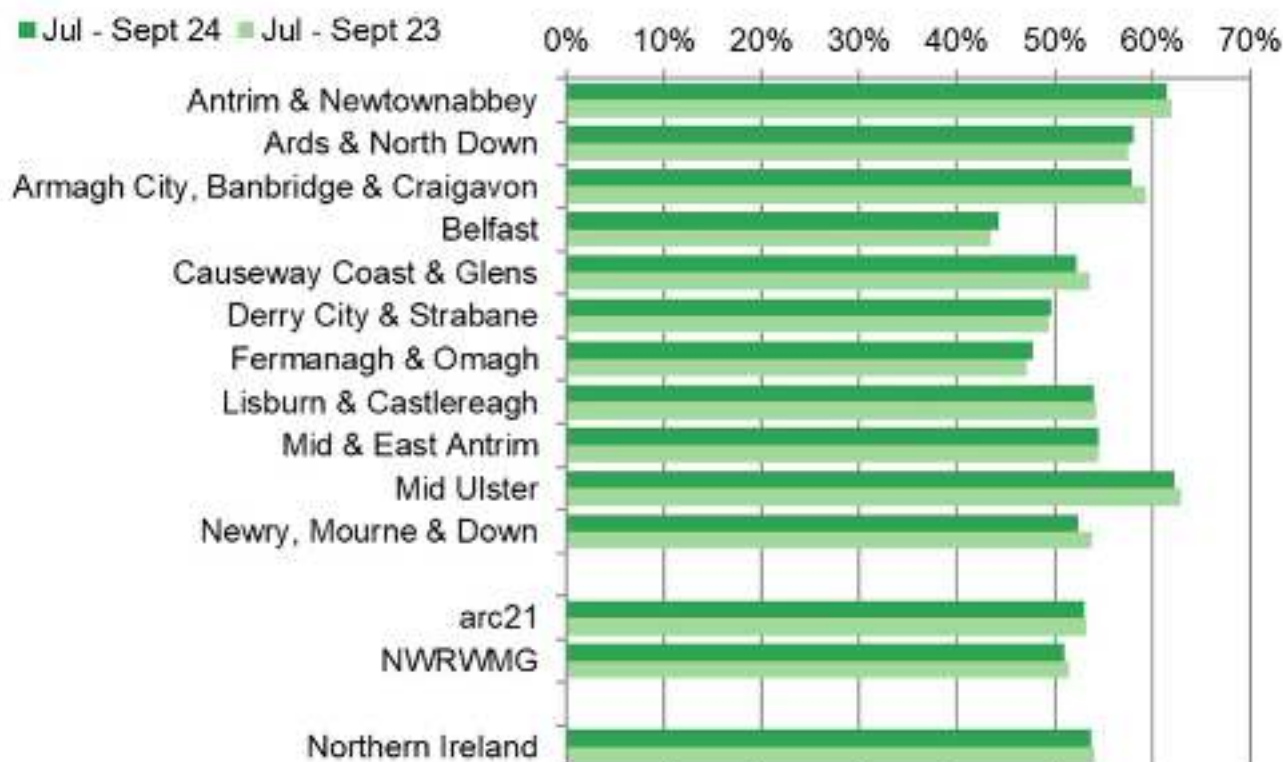
The longer term trend for Local Authority Collected municipal waste recycling for the July to September quarter has been a steady increase from 27.7 per cent in July to September 2006 to 54.6 per cent in July to September 2019. Since July to September 2020 the local authority collected municipal waste recycling rate has remained similar with a recycling rate of 52.9 per cent recorded in July to September 2024. Waste sent for preparing for reuse (671 tonnes this quarter) has been included since 2012/13 and adds 0.3 percentage points to the overall LAC recycling rate in July to September 2024.



The recycling rate for household waste only was 53.7 per cent during July to September 2024 which was similar to the 54.1 per cent recorded during July to September 2023. The proportion of household waste sent for dry recycling made up 22.2 per cent, composting 31.3 per cent and preparing for reuse 0.3 per cent.

**Figure 5: Household waste preparing for reuse, dry recycling and composting rate by council and waste management group**

Northern Ireland, July to September 2023 and July to September 2024, KPI (a2)



Belfast reported the largest increase in their household recycling rate compared to July to September 2023 at 0.8 percentage points, with an increase in waste sent for dry recycling the largest contributory factor in this rise. Fermanagh & Omagh and Ards & North Down councils also recorded an increase in their household recycling rates in July to September 2024 compared to July to September 2023. The household recycling rate decreased in five councils with the largest decrease recorded in both Causeway Coast & Glens and Armagh City, Banbridge & Craigavon councils. The remaining councils reported similar household recycling rates in July to September 2024 compared to the same quarter in 2023.

Waste sent for recycling is included in a number of key performance indicators, KPI (a), (a2), (e), and (e2). These indicators are used to monitor performance under the Local Government (Performance Indicators and Standards) Order (Northern Ireland) 2015. The household waste annual recycling rate was a population indicator for [Programme for Government \(PfG\) 2016-2021](#) and is being proposed as an indicator for the next PfG.

These statistics can be found in Tables 4 and 12 of the accompanying data tables spreadsheet and in the [time series dataset](#).

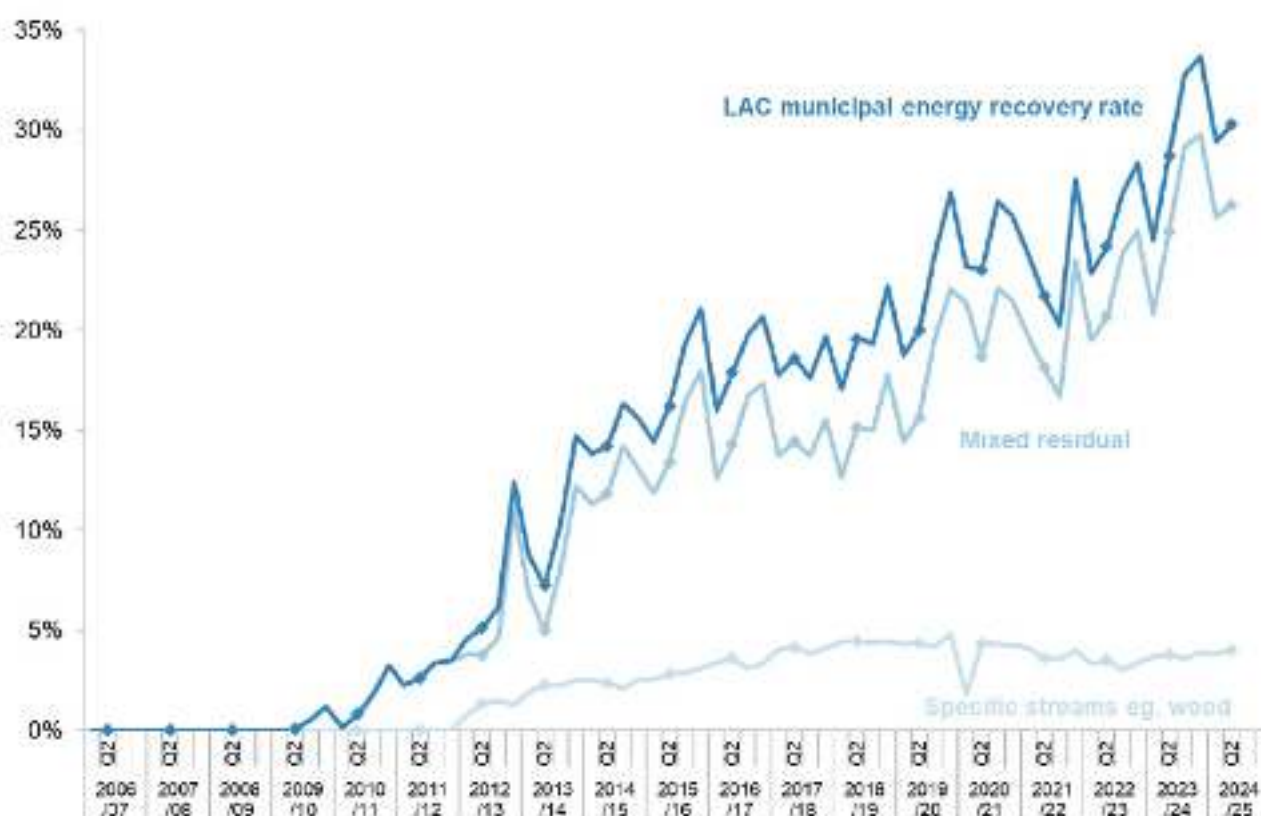


## Energy recovery

This quarterly report includes statistics on energy recovery, which is the term used when value is gained from waste products by converting them into energy. All energy recovery statistics reported in this section are derived from material sent for energy recovery via incineration/gasification, although other technologies exist. Energy recovery via anaerobic digestion is not included in this section and is explained further in [Appendix 1 – Limitations of Data](#) of the latest Annual Report.

From July to September 2024, 80,950 tonnes of waste arisings were sent for energy recovery. This produced a waste energy recovery rate of 30.3 per cent, the highest July to September quarterly energy recovery rate ever recorded for Northern Ireland. The majority of energy recovery comes from mixed residual waste, with a smaller proportion from specific streams, e.g. wood.

**Figure 6: Waste sent for energy recovery via incineration**  
Northern Ireland, quarterly from 2006/07 to 2024/25

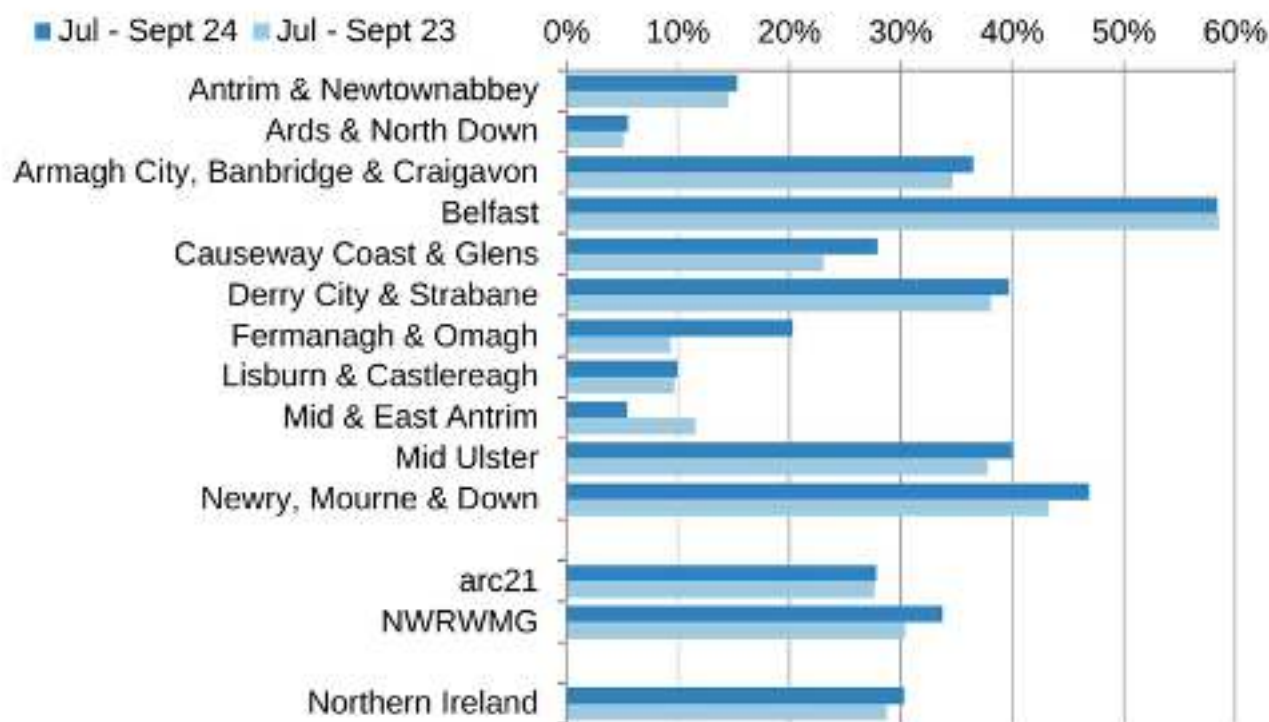


There was zero, or very small quantities, of waste sent for energy recovery before 2009/10. Strong growth began during 2009/10 with the energy recovery rate increasing from 0.1 per cent during July to September 2009 to 30.3 per cent for the same three months of 2024. Most of the growth since 2009/10 has been driven by mixed residual waste sent for energy recovery (from 0.1 per cent during July to September 2009 to 26.3 per cent in July to September 2024). The specific stream proportion was 4.0 per cent in July to September 2024.

Mixed residual waste sent for energy recovery is combustible residual waste collected from the kerbside and from civic amenity sites which is processed into refuse derived fuel

at material recovery facilities. The specific streams element of energy recovery is mostly wood but also includes furniture, carpets and mattresses, mostly collected from civic amenity sites.

**Figure 7: Waste energy recovery rate by council and waste management group**  
Northern Ireland, July to September 2023 and July to September 2024



The highest waste energy recovery rate was recorded in Belfast at 58.4 per cent. Seven councils recorded an increase in the waste energy recovery rate in July to September 2024 compared to the same quarter in 2023 with the largest increase of 10.9 percentage points recorded in Fermanagh & Omagh followed by Causeway Coast & Glens reporting an increase of 4.8 percentage points. Only Mid & East Antrim recorded a decrease in the waste energy recovery rate in July to September 2024 compared to the same quarter in 2023 with a decrease of 6.1 percentage points. The remaining councils reported similar energy recovery rates in July to September 2024 compared to the same quarter in 2023.

These statistics can be found in Tables 3 and 4 of the accompanying data tables spreadsheet and in the [time series dataset](#).

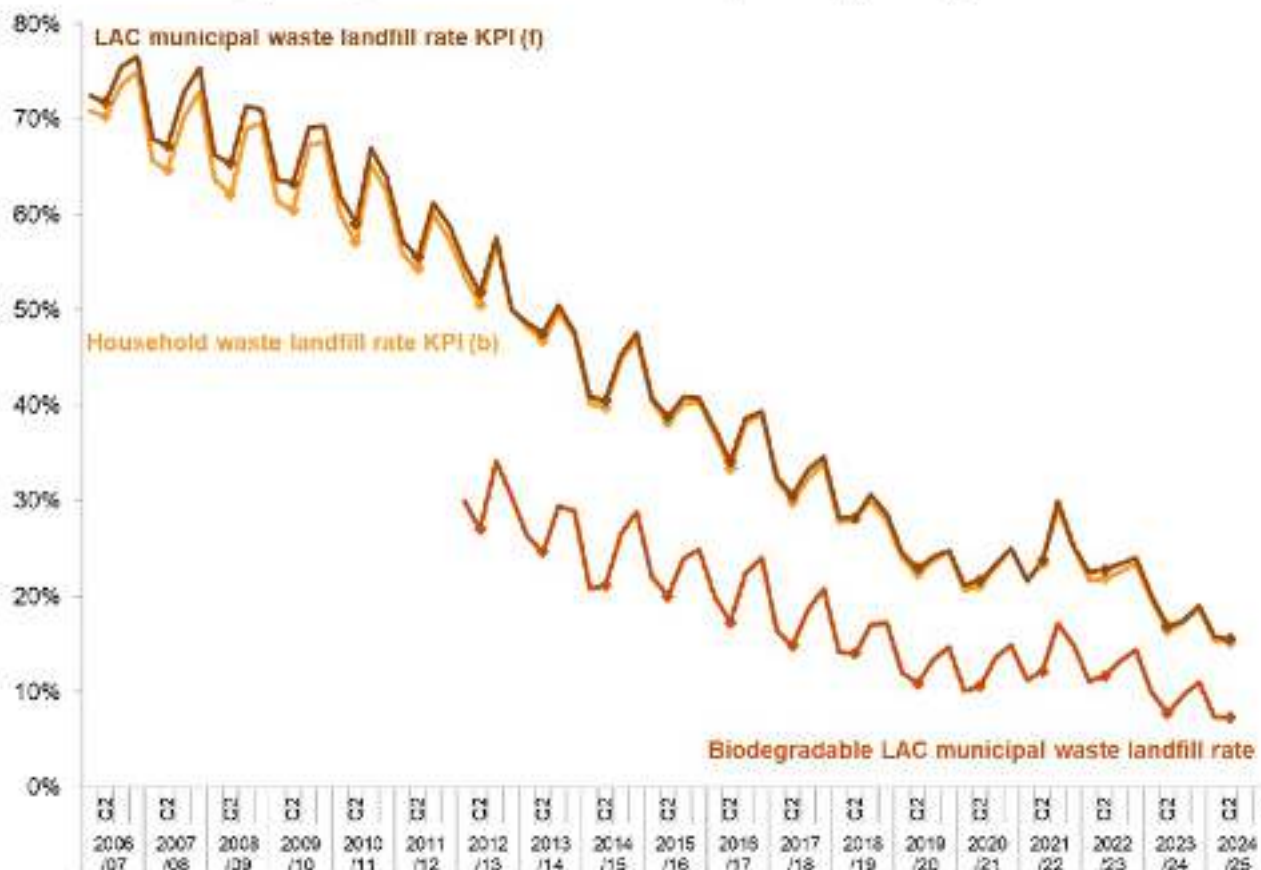


## Landfill

The quantity of LAC municipal waste sent to landfill decreased by 7.0 per cent, from 44,561 tonnes during July to September 2023 to 41,446 tonnes during July to September 2024. The quarterly landfill rate for July to September 2024 is 15.5 per cent, the lowest quarterly landfill rate ever recorded.

**Figure 8: Waste sent to landfill**

Northern Ireland, quarterly from 2006/07 to 2024/25, KPIs (b) and (f)

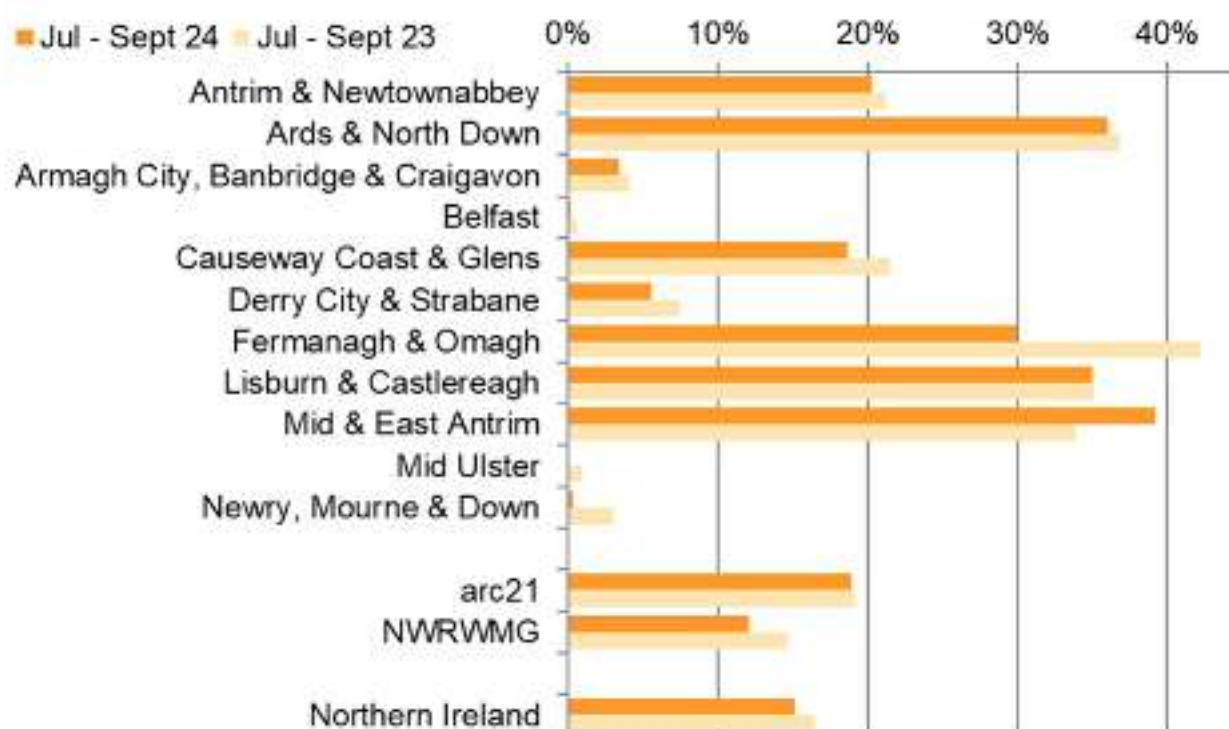


The longer term trend has seen the July to September LAC municipal waste landfill rate fall from 71.8 per cent in 2006 to a low of 15.5 per cent in 2024. Note that the landfill rate exhibits seasonality and the April to June and July to September quarters tend to have lower rates than October to December and January to March. The seasonality stems from the higher level of compostable garden waste arising during spring and summer. The latest quarterly landfill rate for household waste only is 15.1 per cent.

Increasing energy recovery rates, a tax on landfill and the statutory requirement for all councils in Northern Ireland to provide households with a container for food to enable its separate collection have all contributed to the long-term reduction in landfill rates.



**Figure 9: Household waste landfilled by council and waste management group**  
Northern Ireland, July to September 2023 and July to September 2024, KPI (b)



The highest household waste landfill rate was recorded in Mid & East Antrim at 39.1 per cent, whilst Mid Ulster, Belfast and Newry, Mourne & Down recorded an almost zero landfill rate in July to September 2024. The household waste landfill rate decreased in eight district councils in July to September 2024 compared to the same three months in 2023, with the largest decrease recorded in Fermanagh & Omagh at 12.3 percentage points. Only Mid & East Antrim recorded an increase in the waste landfill rate in July to September 2024 compared to the same quarter in 2023 with an increase of 5.3 percentage points.

**Biodegradable waste to landfill**

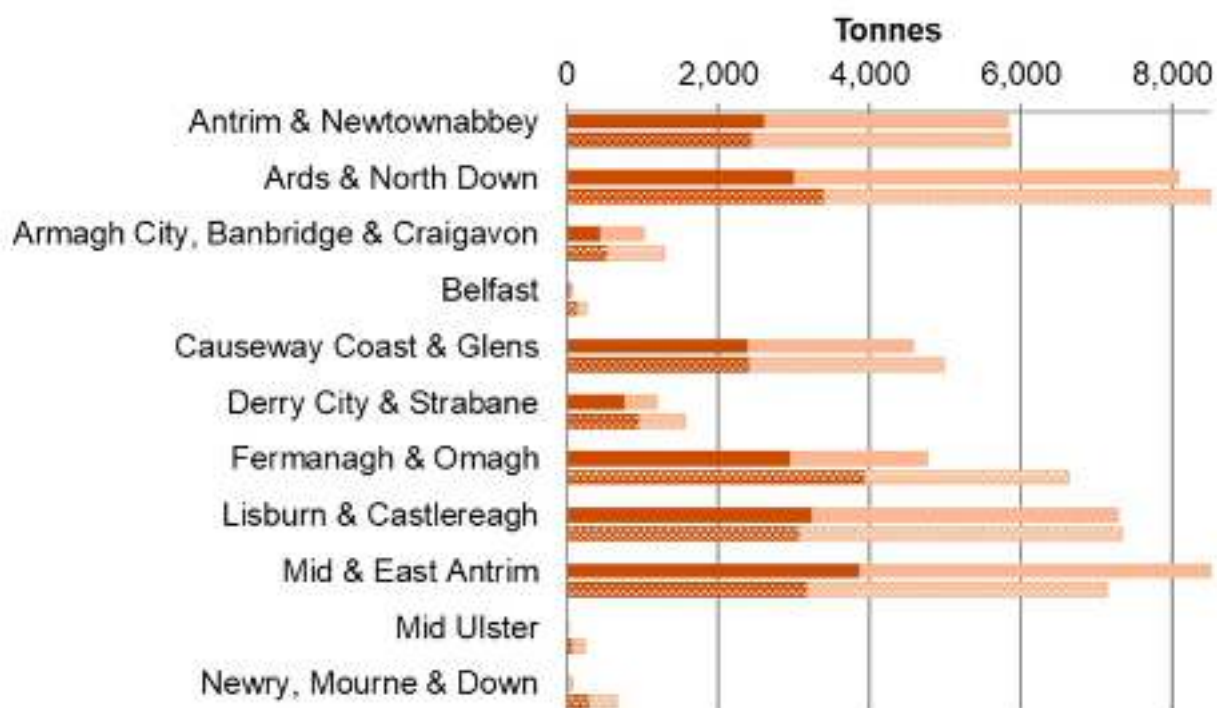
The Landfill Allowance Scheme (NI) Regulations 2004 (as amended) placed a statutory responsibility on councils, in each scheme year, to landfill no more than the quantity of biodegradable waste for which they had allowances. The scheme concluded at the end of the 2019/20 financial year, however the continued monitoring of biodegradable waste is required for [existing target commitments](#) which specify that it must be reduced to 35 per cent of the total amount (by weight) of biodegradable municipal waste produced in 1995.

Northern Ireland’s councils sent 19,458 tonnes of biodegradable waste to landfill during July to September 2024, which was 46.9 per cent of all LAC municipal waste sent to landfill. During the same quarter last year, 20,573 tonnes of biodegradable waste was sent to landfill which was 46.2 per cent of all LAC municipal waste sent to landfill.

Figure 10 displays the tonnages of LAC biodegradable and non-biodegradable waste sent to landfill by each council, comparing them with other councils and to the same quarter last year.

**Figure 10: Biodegradable and non-biodegradable waste to landfill by council**  
Northern Ireland, July to September 2023 and July to September 2024

- Biodegradable Apr – Jun 24
- Non-biodegradable Apr – Jun 24
- Biodegradable Apr – Jun 23
- Non-biodegradable Apr – Jun 23



There is considerable variation between councils in the quantities of biodegradable waste sent to landfill, as well as the proportion of biodegradable waste in total landfill. In Derry & Strabane, 65.8 per cent (784 tonnes) of all LAC municipal waste sent to landfill was biodegradable, whilst in Ards & North Down, 37.3 per cent (3,010 tonnes) of LAC municipal waste sent to landfill was biodegradable.

## Accredited Official Statistics

[Accredited Official Statistics](#) are official statistics that have been independently reviewed by the Office for Statistics Regulation (OSR) and confirmed to comply with the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#). Producers of accredited official statistics<sup>2</sup> are legally required to ensure they maintain compliance with the Code.

These accredited official statistics were independently reviewed by OSR in September 2013 in the [Assessment Report 263 Statistics on the Environment and Waste Management in Northern Ireland](#), with [accreditation confirmed](#) in January 2014. They comply with the standards of trustworthiness, quality and value in the Code of Practice and should be labelled National Statistics (or 'accredited official statistics').

In October 2020, a [compliance check](#) was completed for the waste statistics produced by each of the UK regions and confirmed that the designation (or 'accredited official statistics' labelling) should continue. The trustworthiness, quality and value of the statistics, including the coherence of the data source, methods and quality assurance (QA) arrangements, and the presentation of the statistics were reviewed with a final outcome that the statistics can continue to be designated as National Statistics (or 'accredited official statistics').

Our [Statistics Charter](#) provides further details of how we apply the principles and practices of the Code in the production and publication of our official statistics.

Our statistical practice is regulated by OSR. They set the standards of trustworthiness, quality and value in the Code of Practice for Statistics that all producers of official statistics should adhere to.

You are welcome to contact us directly with any comments about how we meet these standards.

Alternatively, you can contact OSR by emailing [regulation@statistics.gov.uk](mailto:regulation@statistics.gov.uk) or via the [OSR website](#).

<sup>2</sup> Accredited Official Statistics are called National Statistics in the Statistics and Registration Service Act 2007.



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Department of  
**Agriculture, Environment  
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Department of

**Fairmin, Environment  
an' Kintra Matthers**

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**ITEM 3**  
**ARC21 JOINT COMMITTEE**  
**Meeting No 092**  
**MINUTES**  
**Tuesday 3 December 2024**  
**Hybrid meeting held in Antrim Civic Centre**

**Members Present:**

Councillor M Goodman ( <i>Chair</i> )	Antrim & Newtownabbey Borough Council
Councillor H Cushman	Antrim & Newtownabbey Borough Council
Councillor R Lynch	Antrim & Newtownabbey Borough Council
Councillor B Smyth	Belfast City Council
Councillor A Givan	Lisburn & Castlereagh City Council
Councillor G McKeen ( <i>Deputy Chair</i> )	Mid & East Antrim Borough Council
Alderman M Morrow	Mid & East Antrim Borough Council
Councillor R Quigley	Mid & East Antrim Borough Council
Councillor C Enright	Newry, Mourne & Down District Council
Councillor T Andrews	Newry, Mourne & Down District Council

**Members' Apologies:**

Councillor C Blaney	Ards & North Down Borough Council
Councillor J Cochrane	Ards & North Down Borough Council
Councillor E Thompson	Ards & North Down Borough Council
Councillor M Collins	Belfast City Council
Councillor E McDonough-Brown	Belfast City Council
Councillor P Kennedy	Lisburn & Castlereagh City Council
Alderman S Skillen	Lisburn & Castlereagh City Council
Councillor K Murphy	Newry, Mourne & Down District Council

**Officers Present:**

T Walker	arc21
J Green	arc21
K Boal	arc21
L Smits	Antrim & Newtownabbey Borough Council
N Martin	Ards and North Down Borough Council
B Murray	Belfast City Council
S Morley	Mid & East Antrim Borough Council
C Hunter	Mid & East Antrim Borough Council

**Officers' Apologies:**

M Lavery	Antrim & Newtownabbey Borough Council
D Lindsay	Ards & North Down Borough Council
S Leonard	Belfast City Council
R Harvey	Lisburn & Castlereagh City Council
S Murphy	Newry, Mourne & Down District Council
H Campbell	arc21

**Item 1 - Conflicts of Interest Statement**

The Chair read out the Conflicts of Interest Statement, and none were noted.

**Action: Noted**

**Item 2 - Apologies**

Apologies were noted.

**Action: Noted**

**Item 3 - Minutes of Joint Committee Meeting 091 held on 31 October 2024**

The Joint Committee approved the minutes. Proposed by Cllr McKeen, seconded by Ald Morrow, and agreed by all.

**Action: Agreed**

**Item 4 - Matters Arising**

Any specific matters were discussed under the main agenda items.

**Action: Noted**

**IN COMMITTEE**

The Chair recommended that the meeting would now move "*in committee*" which was agreed. Proposed by Cllr Givan and seconded by Cllr McKeen.

Matters of a confidential and commercially sensitive nature were discussed under these agenda items.

Following discussion on the commercially sensitive matters, the Chair recommended that the meeting would now return to the main agenda, which was approved, but whilst "*In Committee*" during this section of the meeting, there were six matters discussed.

**Item 5 - Minutes of Joint Committee Meeting 091 held on 31 October 2024 'in committee' - approved**

**Item 6 - Matters Arising - noted**

**Item 7 - Residual Waste Treatment Project – noted**

**Item 8 - Commercially Sensitive Contract & Procurement Issues - noted**

**Item 9 - Tender Report – Supply of Services Relating to the Treatment and Energy Recovery/Disposal of Residual Waste Arisings – Dynamic Purchasing System, Lot 3 - Contract F - approved**

**Item 9a - Governance Report - Temporary Extension of Delegated Authority Powers - approved**

**OUT OF COMMITTEE**

Proposed by Cllr Lynch and seconded by Cllr Givan.



## Item 10 - Contracts & Operations Briefing Report

Ms Boal provided a report on the performance statistics for October.

### Service Status

She reported that all services were operational during the month, and there were no requests from contractors to put any contingency arrangements in place.

### Performance

The contractor performance was presented, which included details on the number of loads in each contract, site visits, overweight vehicles, use of contingency arrangements, turnaround, availability, maintenance of records and reporting.

She noted that turnaround times had been reviewed, and in most cases the contractors provided adequate reasons for any discrepancies, and therefore no service credits were being applied this month. However, service credits were applied to Bryson and RiverRidge for failing to meet their contracted turnaround limits.

Regarding the landfill contract, she reported that the overweight vehicles continue to be monitored and have increased slightly this month compared to last month and overall remain quite high. She noted that council officers had been asked to liaise with their operational teams and sub-contractors to reduce these going forward.

She noted that in October, most reports were submitted on time and there were only minor issues with the reporting from Heatricks and RiverRidge that required revision due to incorrect data.

She advised that there were eleven requests for bring site rectifications (they did not have the specified capacity) across all contracts. These were communicated to the contractors, and the majority of these were serviced within the required 48 hours; no service credits were applied to those contractors. However, there was one occasion during the month when one paper bank was not serviced within the required timeframe, and therefore service credits were applied to McQuillans Environmental.

She highlighted that going forward, the performance of the residual waste contract would be stripped out of the table and presented separately as otherwise it would become too cluttered.

**Action: Ms Boal**

### Health & Safety

#### (i) Incidents

During October 2024, Ms Boal reported that there were two Health & Safety incidents reported to arc21 by contractors due to driver error.

She noted that council officers had been asked to liaise with their H&S officers and operational managers, including those of external contractors, to ensure that all their operational teams have due regard to Health & Safety obligations and that they understand and abide by the site rules of each site.

**(ii) Audits**

In terms of audits, Ms Boal reported that the external Health & Safety consultant continues to undertake health and safety audits.

In October, an audit was conducted of ENVA at their site in Toomebridge and observed the collection of bottle banks at a selected bring site. The report has been shared with ENVA with only minor actions identified. She noted that arc21 was working closely with ENVA to complete these as soon as possible.

**Rejected Loads**

Ms Boal reported that there had been no rejected loads delivered into MRF facilities in October 2024 and one into the Organics delivery sites, and that officers continue to monitor the procedures to make sure vehicles for mixed use are properly emptied to avoid contamination.

**arc21 Contract Tonnages**

A list of the contract tonnages for October 2024, compared to the same period last year, was presented and summarised as follows:

- MRF Lot 1 - an increase of 8.1%;
- MRF Lot 2 - a 0.2% decrease for MDR material delivered to ReGen;
- Organics Contract - a 14.8% increase for Type 1 material and for Type 2 material, a decrease of 8.8%; and
- Landfill Contract - the tonnages were almost identical between October 2024 and October 2023.

**Supplies**

The number of orders placed and delivered in October was presented and Ms Boal noted that there were two deliveries that arrived without being booked in and there were no other non-compliances.

Following discussion the Joint Committee noted the report.

**Action: Noted**

**Item 11 - Waste Tonnage Trends**

Ms Boal presented a report showing the tonnage comparisons for material processed through arc21 contracts and noted the following:

- landfill at a similar level as previous year;
- BCC residual showing a considerable increase to same time last year;
- Organics Type 1 has been ahead of where it was in the last three years in terms of October, but obviously had been running a bit below during some of the August and September months, also very weather dependent because it's just garden;
- Organics Type 2 was not a particularly good year, apart from May, and has fallen below last year. Coming to the end of the contract and will be looking at reconciliation and if any revenue share or rebate is due back to us and will be reporting this around March;
- MRF Lot 1 running higher than previous 3 years;
- MRF Lot 2 is seeing a correlation in terms of October being the same in two out of the last three years;
- MRF combined was running just slightly higher than they have been in the previous three years and following similar trajectory to last 2 years;

- Textiles had a spike in October and was running above previous levels in terms of tonnes. She highlighted that CTR was becoming increasingly selective about which charity shops they were servicing but they were remaining constant to arc21. She reported that she would be meeting up with CTR in December to see how the markets are going and would report back in January.

The other smaller contracts were also presented for information.

Following discussion the Joint Committee noted the report.

**Action: Noted**

### **Item 12 - Consultation: Draft Environmental Principles Policy Statement for Northern Ireland**

Mr Walker presented the Joint Committee with a proposed response to the Draft Environmental Principles Policy Statement for Northern Ireland for consideration prior to submission by the deadline of 9 December.

He reported that these principles arose from the Environment Act, 2021 which supplanted many of the underlying principles which had been enshrined in EU legislation and underpinned the recently adopted Environmental Improvement Plan for Northern Ireland. He highlighted that the new principles were largely a rework of the previously EU ones, but the issue was not their wording or content but their application in practice.

A discussion ensued regarding where Ministers had taken decisions which appeared to depart from Government policy and at odds with the previous sets of environmental principles following which Members were asked to consider the response, ratify its content and submit it by the deadline of 9 December.

Following discussion, the Joint Committee agreed to approve the response for submission. Proposed by Cllr Enright, seconded by Cllr Given, and agreed by all.

**Action: Agreed**

### **Item 13 - ISO 9001:2015 Quality Management System**

Ms Boal provided a verbal overview of arc21's recent performance in its annual internal and external audits for ISO9001. She highlighted that there had been no informatives and no observations arising from these exercises. Ald Morrow commended Ms Boal and the team for this outcome which was endorsed by Cllr Andrews.

Following discussion the Joint Committee noted the report.

**Action: Noted**

### **Item 14 - AOB**

Ald Morrow raised the matter of recent correspondence which had been received in councils and by Members from No-ARC21. She enquired as to whether arc21 was going to refute the content within the letter. Mr Green highlighted that a journalist with the Antrim Guardian had been in contact and had drafted an article the content of which went some way to rebutting the allegations within the letter. He identified that the stated claims were unsubstantiated and that, notwithstanding these allegations, arc21 was continuing to proceed diligently to finalise the bundle of papers for submission to the DfI planners which was based upon facts.



Mr Green was requested to circulate the arc21 position/statement in relation to this recent correspondence.

**Action: Mr Green**

**Item 15 - Next Meeting Thursday 30 January 2025 using MS Teams**

**Action: Noted**

**Date:** \_\_\_\_\_

**Chairman:** \_\_\_\_\_