



**Report on Walking routes in Moira village**

November 2013

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## **Making our information accessible**

As an organisation of and for disabled people and older people Imtac recognises that the way information is provided can be a barrier to accessing services and participation in public life. We are committed to providing information about our work in formats that best suit the needs of individuals. All our documents are available in hard copy in 14pt type size as standard. We also provide word and pdf versions of our documents on our website – [www.imtac.org.uk](http://www.imtac.org.uk). In addition we will provide information in a range of other formats. These formats include:

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## **About us**

Imtac is a committee of disabled people and older people as well as others including key transport professionals. Our role is to advise Government and others in Northern Ireland on issues that affect the mobility of older people and disabled people.

Our aim is to ensure that older people and disabled people have the same opportunities as everyone else to travel when and where they want.

Imtac receives support from the Department for Regional Development.

## **About this report**

This report is the fifth in a series of reports compiled by Imtac looking at the accessibility of key walking routes for disabled people and older people in locations across Northern Ireland. To date similar reports have looked at towns and cities. For this report it was decided to look at provision in a smaller settlement.

The report was compiled following an inspection of Moira in August 2013. It considers the provision of pedestrian facilities in the village measured against accepted accessibility standards<sup>1</sup>. The report identifies potential barriers for disabled people and older people and recommends how these barriers could be resolved. The report also highlights examples of good practice. A key aspect of the report is linkage between the pedestrian environment and the railway station in Moira. We have produced two reports, a text only version and a version with photographs used to highlight barriers and good practice.

## **Our findings**

Moira is a reasonably sized settlement with a range of services and good bus and rail links to major towns and cities. The historic nature of the village centre makes it a challenge to provide sufficiently wide and level pavements to provide safe and accessible routes for pedestrians. Despite these restrictions our audit has highlighted that measures have been taken to improve the accessibility of the pedestrian environment in Moira. These include the installation of in-line controlled and uncontrolled crossings that meet good practice in terms of design. The pavements are by-and-large maintained to a reasonable quality.

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<sup>1</sup> For the most comprehensive guidance see [Inclusive Mobility \(Department for Transport 2005\)](#)

Despite these positives there are a number of issues that create barriers for pedestrians in Moira. Many of these issues are consistent with issues highlighted in a report<sup>2</sup> compiled by Imtac around common barriers encountered by disabled people and older people in the pedestrian environment. These include:

- The absence of tactile paving at junctions and crossings
- The absence of dropped kerbs
- Clutter on pavements including A-boards, shop displays, street furniture and bollards
- Problems caused by illegal parking on pavements
- Problems caused by overgrown hedges and trees

A issue specific to Moira is barriers created through the extensive floral displays in the town which necessitates the use of numerous planters and flower beds. Whilst undoubtedly this makes the village an attractive place the design and location of displays is creating difficulties for disabled pedestrians. Work is now required to look at how future the future design and location of displays can minimize the impact on pedestrians.

The railway station is an important transport link for Moira. As the station is some distance out of the village improvements are required now to improve the pedestrian route to and from the station and the village. Ideally this would involve widening the pavement on Station Road. However in the interim consideration should be given to ensuring hedges, trees and vegetation along the route is cut back, car parking on the pavement is enforced and the kerb at the junction of Drumbane Road is dropped.

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<sup>2</sup>[Highlighting barriers in the pedestrian environment - Report into issues, good practice and recommendations \(Imtac 2012\)](#)

## Audit of key routes

### Main Street

- 1 At the junction of Main Street and the entrance to the Library car park there is an uncontrolled crossing. The kerb is dropped at this point but no tactile paving is in place.



- 2 There are a number of vehicle entrances along Main Street that potentially make using the pavement difficult for some disabled people including wheelchair users. These areas would benefit from enhanced pedestrian priority.



- 3 There is a bus stop on the northern side of Main Street. The pavement here is restricted by flowerbeds and A-boards. Some effort has been made to ensure that clutter is included in a line. However the area does present significant hazards particularly for people with a visual impairment.



- 4 Flower beds, A-boards and other clutter continue to present hazards on the approach to the junction with Blackwood Road.



- 5 There is an in-line uncontrolled crossing at the junction with Blackwood Road. The tactile paving is less than one slab deep in places making identifying the crossing more difficult for people with a visual impairment. An A-board presents a further hazard.



- 6 There is a good in-line uncontrolled crossing across to the southern side of Main Street (at the police station).



- 7 Planters and trees present significant obstacles on the route to the garage and Supervalu supermarket on the southern side of Main Street.



- 8 A good example of an in-line uncontrolled crossing is in place at the entrance to the garage/supermarket.





- 9 Returning towards the centre of the village there is a junction on the southern side of Main Street just after the police station. There is a good example of an in-line uncontrolled crossing at this point.



- 10 Low-level planters present hazards for people with a visual impairment along the route towards the village centre.



- 11 There is a good example of an in-line uncontrolled crossing across main street close to the Ulster Bank.



- 12 At this point on the southern side of Main Street there is an entrance to St John's Parish Centre. While the kerb has been dropped there is no tactile paving.



- 13 At this point the pavement slopes significantly. The cross-fall poses significant challenges for some disabled people including wheelchair users. The dish drainage channel creates an additional hazard.



- 14 Proceeding along the southern side of Main Street the pavement narrows considerably. Planters, A-boards and the dish drainage channel make navigating this area a challenge.



- 15 At the junction between Main Street and Meeting Street there is an in-line uncontrolled crossing leading to the island containing the controlled crossing for the junction. The kerb on the far side of the crossing is not flush and could present a tripping hazard. The tactile paving on the opposite side would benefit from an additional line of tiles.



- 16 There is a good example of a controlled crossing here allowing access both across Meeting Street and Main Street. This is the last safe and accessible place to cross Main Street in the village. Consideration should be given to providing other crossing opportunities further along Main Street towards the railway station.



- 17 There is a clear uncluttered pavement around the retail units on Meeting Street.



- 18 Pavement width is restricted by A-boards, planters and lighting columns continuing along southern side of Main Street.



- 19 At the junction with Tanners Court the kerb has been dropped but no tactile paving has been provided.



- 20 Continuing along the southern side of Main Street obstructions on the pavement continue to restrict width and present hazards.



- 21 Returning to the Northern side of Main Street a shop display significantly restricts the pavement on the route into the village centre from the library car park.



- 22 Continuing into the centre of the village the pavement is separated from the road by a tarmac area with high kerbs. This makes using on-street parking in the area a significant challenge for some disabled people including wheelchair users.



- 23 Clutter including A-boards, street furniture and shop displays create hazards in the area although some attempts have been made to keep these out of the main pedestrian route.



- 24 Around the controlled crossing at the junction of Meeting Street and Main Street the pavement is restricted by tables and chairs and A-boards. There is insufficient pavement width to effectively screen the table and chairs in this area.





- 25 Continuing along the northern side of Main Street low-level planters and vehicle entrances create potential obstacles for disabled people.



- 26 The pavement around the bus stop in this area is clutter free. However the pavement itself is in a poor state of repair.



- 27 At the junction with Demesne Grove a dropped kerb has been provided but no tactile paving is in place.



- 28 There is no tactile paving at the vehicle entrances to the Demesne.



- 29 There is a wide pavement along Main Street approaching Station Road. However planters do present obstacles particularly approaching the junction.



### Station Road

- 30 A narrow pavement provides access along one side of Station Road.



- 31 Stretches of the pavement are narrowed considerably by overgrown hedges. This means that pedestrians must often step onto the road to pass other pedestrians. For people with a visual impairment overgrown hedges present additional hazards with risk of injury from branches.



- 32 At the junction of Drumbane Road no dropped kerbs have been provided. This means the route to the station is not accessible to some disabled people including wheelchair users.



- 33 Approaching Moira railway station cars are parked on the pavement making the route to the station either extremely difficult or impossible for many pedestrians including disabled people and older people and parents with buggies. In this scenario pedestrians are forced to use the road.



## Next Steps

Imtac has previously been involved in a similar audits of pedestrian facilities in Belfast City Centre<sup>3</sup>, Lisburn<sup>4</sup>, Bangor<sup>5</sup>, Omagh<sup>6</sup> and Derry/Londonderry<sup>7</sup>. Following the publication of each report meetings were held with Roads Service officials in each location to identify actions to address the barriers identified. Actions were identified as achievable in the short term, medium term and the longer term.

The Committee proposes that a similar approach is taken in Moira. Following the publication of this report we will seek to meet with Roads Service and others including Lisburn City Council to identify achievable actions to address the barriers identified in the report. We will seek to involve local organisations of and for disabled people in these discussions.

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<sup>3</sup> Belfast Streets Ahead Quality Walking Corridor Review (Aecom 2010)

<sup>4</sup> Report on Walking Routes in Lisburn City Centre (Imtac May 2013)

<sup>5</sup> Report on Walking Routes in Bangor Town Centre (Imtac July 2013)

<sup>6</sup> Report on Walking Routes in Omagh Town Centre (Imtac October 2013)

<sup>7</sup> Report on Walking Routes in Derry/Londonderry City Centre (Imtac July 2013)