

## Transport

DRD Business Plan 09/10			
Objective 4: Make roads safer through engineering, traffic calming, school travel and safety projects and enhancement of the pedestrian and cycling network			
Proposal	SRF ref	Alignment with Government policy direction	Challenge
Cycle networks along key corridors in West of city - discussion required with Sustrans re National Cycle networks	WB 8.5.2	The Belfast Metropolitan Transport Plan (BMTP) acknowledges that provision for pedestrians and cyclists in the BMA is relatively poor.	The challenge is to secure the resources necessary to pursue implementation of the BMTP proposals and continue to make ambitious plans to improve walking and cycling facilities beyond 2015.
Improve pedestrian and cycling routes, linking to and creating new safe networks	SB SPS 3E	BMTP aligns with the Northern Ireland walking and cycling strategies and the Regional Transport Plan in its aim to provide greater travel choice by improving facilities for walking and cycling.	
extend and improve walking and cycling routes in North Belfast	NB 7.4.3	BMTP proposes the development of Quality Walking Routes and general improvements to walking facilities through traffic management and increased pedestrian priority.	
Continuous foot and cycle path through proposed Forth River community greenway (city centre - Black Mountain); linking-routes to nearby neighbourhoods and other destinations	GS 6.5.2	BMTP proposes the development of a cycling network (map available), supported by measures such as increased cycle parking and promotion of	

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		cycling as an option.	
Establish network of links to and from the strategic cycle routes, to include safer routes to school	EB 7.3	'School Travel and Safety Projects' is a key work area for DRD and this is complemented by the work of Travelwise NI in promoting cycling and walking as alternatives to the school run.	The challenge is to provide attractive alternatives to the car for parents and children as a means of travelling to and from school

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<b>promotion</b>			
Education, advertising and promotion to raise awareness of sustainable travel choice alternatives to the car	WB 8.5.3	<b>Travelwise NI</b> is a Roads Service initiative to encourage the use of sustainable transport (walking, cycling, public transport, car-sharing). They support employers to develop travel plans	The challenge is to reduce reliance on the car as a means of transport within the city
Promote preparation of Travel Plans	SB SPS 3F		
Park and Ride facilities at Kennedy Way Industrial Estate; Opposite Cutts Ind Est; and St Pat's Glenmona	WB 8.5.3	5 new local Park & Ride sites are proposed in BMTP: at Kennedy Way, Fortwilliam, Cairnshill, Millmount and Tillysburn. These collectively will provide approx 3000 spaces. Translink Business Plan 09/10 indicates that these are a little behind target but likely to be delivered	The challenge is to deliver on current plans and continue to develop these type of facilities to support more sustainable transport patterns in the city

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<b>Bus</b>			
Endorsement of dBMAP proposals for Quality Bus Corridors	WB 8.5.2  GS 6.1.3	14 Quality Bus Corridors were proposed in BMTP. (map available) Translink Business Plan 09/10 indicates that it is on target to deliver 12 QBCs by 2012 & 14 by 2015.	The challenge is to build on recent improvements and increase the availability and uptake of bus services in the city
Improve quality of bus network in North Belfast;	NB 7.4.3	Quality Bus Corridor recently established for Antrim Rd and planned for Shore Rd, Crumlin Rd & M2 (map available)	
Increase number of Metro routes in West Belfast	WB 8.5.2	The focus of bus service improvements in Belfast is on the development of Quality Bus Corridors and the introduction of orbital routes to facilitate greater flexibility for users. There don't appear to be	

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		any current plans to increase the number of radial Metro routes	
<b>Rapid Transit system</b>			
Establish and deliver definitive proposals for the Rapid Transit System, including the challenging section from Holywood Arches to city centre.	EB 7.3	The Development of a Rapid Transit system for Belfast is a key proposal of the Regional Transport Strategy and the BMTP. In November '08 the Executive agreed the Strategic Outline Case (SOC) to pilot the system at an estimated cost of £150m. The three identified pilot routes are CITI (titanic quarter), EWAY (east) and WWAY (west)	The challenge will be to deliver this pilot at a time of constrained public spending and demonstrate the benefits of Rapid Transit for the city and the region
Revisit assessment of feasibility of Route 4 of proposed WWAY	WB 8.5.4	The WWAY route is being reviewed due to the delays in the proposed development at Glenmona	The challenge is to ensure that the development of pilot routes and any subsequent routes
Review current proposals for	SB SPS	The current position is	

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Belfast Rapid Transit System to explore opportunities for it to extend or link to South or North Belfast	3I NB 7.4.3	that any decision on the extension of Rapid Transit routes will be dependent on the outcome of the pilot	integrates with other modes of transport to being maximum benefits across the city
Proposed rapid transit system should be based on segregated running, with on-street priority running	WB 8.5.4	This is endorsed in the BMTP & SOC approved by Executive.	The challenge will be to design routes which reconcile different interests while not compromising effectiveness and efficiency of the system
WWAY proposals must protect black taxi routes	WB 8.5.4		
<b>Rail</b>			
Rationalise distribution of rail halts relative to centres of population and destinations (including Bridge End)	EB 7.3	BMTP includes proposal for new and re-located rail stations (including Tillysburn to service George Best City Airport) to increase catchment areas and support development and regeneration	Challenge will be to deliver on BMTP proposals and continue to plan for improvements in rail infrastructure beyond 2015

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<b>Infrastructure/Services to support future developments</b>			
Endorsement of Belfast City Centre's plans for North Foreshore including traffic proposals: bridge over M2 Motorway into the park, cycling and walking paths	NB 7.2.3		The challenge will be for statutory transport providers to work in partnership with others to support the infrastructure for major regeneration projects
Improved road, public transport and pedestrian connections between residential areas of North Belfast and the North Foreshore to complement future development.	NB 7.2.3		
Bus provision should be designed in to new developments at Hannahstown Hill	WB 8.5.2		The challenge will be to ensure timely provision of public transport services to new developments to minimise car dependence and promote social inclusion
Bus route to connect to proposed Dairy Farm town centre	WB 8.5.2		

**DRD Business Plan 09/10**

**Objective 2: Improve the Strategic Road Network by the delivery of major road schemes and;**

**Objective 3: Maintain the road network to make it safe, effective and reliable**

<b>Proposal</b>	<b>SRF ref</b>	<b>Alignment with Government policy direction</b>	<b>Challenge</b>
Feasibility study to assess potential of access to M1 at Black's Road	WB 8.5.3	The construction of new on/off slip roads at Blacks Rd junction to improve traffic flow to and from the M1 (west) is one of the proposals for strategic road improvements contained within the Investment Strategy for Northern Ireland (ISNI) and is anticipated for the period 2013/14 to 2017/18	The challenge will be to deliver on the capital roads investment envisaged through ISNI in a timely way
Review requirement for Bankmore Link inner box ring road	SB 3.4 and SPS 3H	The Bankmore Link (between Dublin Road and Cromac Street) is proposed within BMTP. Implementation of the scheme, along with other non-strategic highway network schemes are	The challenge will be to ensure that the provision of new road infrastructure does not reduce legibility or permeability in the city

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		expected to be developer led (developer expected to fund scheme in full or very substantially)	
Feasibility study to examine potential for extension of A55 Outer Ring from the Monagh Bypass to Ligoniel	WB 8.5.3		
Junction enhancements to relieve congestion at Glen Road r'about; A'town Rd/Falls Rd r'about; Whiterock/Falls Rd r'about; and Falls Rd/Springfield Rd/ Grosvenor Rd junction (public and private sector investment required)	WB 8.5.3	Localised traffic congestion at peak times is acknowledged as one of the core transport problems which the BMTP seeks to address.	The challenge will be to find creative solutions to manage traffic volumes
Improve functioning of traffic nodes at Shaftesbury square and Cromac Square	SB SPS 3B		
<b>parking</b>			
Increased number of lay-by parking spaces and parking at	GS 6.1.3	Road Service's definition of a successful parking	The challenge will be to reduce the need for

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rear and side of properties on Shankill Road to compensate for loss of on-street parking due to bus lane		policy is one that discourages all day parking and encourages a change of travel mode from the private car to public transport	car parking spaces by encouraging alternative modes of transport
Develop parking strategy for South Belfast	SB SPS 3D		

<b>Cross-cutting proposals - City Connectivity</b>			
<b>Proposal</b>	<b>SRF ref</b>	<b>Alignment with Government policy direction</b>	<b>Challenge</b>
Endorsement of Falls Masterplan	WB 8.5.2	Public consultation on the proposals contained within these Physical Regeneration Concept Masterplans is currently being held by DSD and is due to run until Feb 2010.  These Concept Masterplans build on the work of existing plans and strategies for the areas and aims to unite them around a coherent set of focused outcomes.	The challenge will be for government Departments and agencies to work together around a shared plan
Endorsement of Lower Shankill Community Plan and Lower Shankill Physical Plan	GS 6.1.3		
Endorsement of Crumlin Road and York Road/Shore Road Masterplans	NB 7.4.1		
Endorsement of Lower Antrim Road and Inner Shore/York Road Renewing the Routes integrated action plans	NB 7.4.4		
Proposal for 'Gateway Masterplans' for Divis St/Castle St, Grosvenor Rd and Donegall Rd to address barriers to pedestrian movement to/from city centre	WB 8.5.2		The challenge will be for road and transport authorities to incorporate regeneration concerns and concepts such as 'connectivity' in their planning and management.
Improve and enhance linkages between Central Station, the Markets and the Linen Quarter	SB SPS 3C		
Improve connections to Titanic Quarter and associated urban form between East Belfast and	EB 7.3		

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Titanic Quarter (Odyssey Boulevard, Short Strand, M3/Short Strand, Templemore Avenue, Dee Street, Connsbank 'street')			
Promote the development of connections between Sirocco, the city centre/East Belfast	EB 7.3		
Facilitate linkage between Rapid Transit system halts and adjacent neighbourhoods/destinations	EB 7.3		
Establish clear connections between Shankill Road and developments at Crumlin Road Goal and Courthouse	GS 6.1.3		
Future works on road infrastructure must address the disconnect between North Belfast and the city and improve pedestrian access.	NB 7.4.2		