

16 WWAY - Scheme Objectives

16.1 Section overview

- This section reviews the high level and scheme-specific objectives developed for the WWAY rapid transit proposal.
- The objectives for the WWAY rapid transit scheme nest within the framework of central government transport objectives, namely the environment, safety, the economy, accessibility and integration.
- The scheme specific objectives for the WWAY rapid transit scheme also sit within the core objectives identified in the BMTP. They have also been informed by the outcomes of consultations with a number of key stakeholders.
- There are seven key scheme objectives for the WWAY rapid transit scheme – these are based around encouraging a shift away from private car use; supporting economic growth, equality and accessibility and the provision of a high quality ‘symbolic’ system capable of supporting the image of Belfast.

16.2 Introduction

In order to properly appraise the different rapid transit technologies available and identify the most appropriate route and design options, it is very important to identify the policy objectives against which the performance of the system will be measured. This follows the approach adopted by central government for the appraisal of all major transport schemes, and adds transparency and equality to the decision making process. At this stage of the appraisal process, the objectives for the rapid transit scheme can be articulated in high level terms as they are driven by high level policy documents outlined previously (i.e. Regional Development Strategy, Regional Transportation Strategy and Belfast Metropolitan Transport Plan).

Current UK Central government objectives for transport include: the environment, safety, the economy, accessibility and integration and Green Book Guidelines require objectives to be developed that are Specific, Measurable, Attainable, Relevant and Timely (SMART).

16.3 High Level Policy objectives

The hierarchical structure of transport policy development and delivery in the UK means that all high level policy objectives must essentially ‘nest’ within the framework of central government transport objectives. In Northern Ireland, this is driven by the RDS and the RTS. In the context of Belfast, this also includes the local transport plan, the BMTP and the local development plan, the draft Belfast Metropolitan Area Plan (BMAP).

High level policy objectives for the BMA as a whole are defined by the BMTP. The BMTP’s objectives and sub-objectives are framed by the overarching objectives in the RTS but address issues more specific to the BMA. The core and sub-objectives for BMTP are outlined in Table 16.1 overleaf.

Table 16.1: BMTP’s core and sub-objectives

BMTP Core Transportation Objectives	BMTP Sub-Objectives
1. Protect BMA’s natural and built environments	<p>Reduce the impact of traffic, particularly in city centres, town centres and villages.</p> <p>Develop a transport system which takes account of the need to:</p> <ul style="list-style-type: none"> ▪ Reduce energy consumption and the emission of greenhouse gases; ▪ Sustain biodiversity and protect areas designated for their scientific interest; ▪ Safeguard the archaeological resource, buildings and areas of special architectural or historic interest; ▪ Protect water quality.
2. Improve health in the BMA	Encourage journeys by acceptable alternatives to the car.
3. Improve safety and security in the BMA	<p>Implement transport schemes and measures which:</p> <ul style="list-style-type: none"> ▪ Reduce the number of road accidents; ▪ Improve the security of journeys, particularly those made by walking, cycling and public transport.
4. Support sustainable economic growth in the BMA	<p>Improve and optimise the efficiency of the transport system and in particular cater for journeys by people, goods and services on the Metropolitan Transport Corridors (MTCs) to:</p> <ul style="list-style-type: none"> ▪ City centres, town centres and villages; ▪ Other major employment, service and retail locations
5. Improve access to Regional Gateways and Tourist locations in BMA and its hinterland	Improve access to the main transport network.
6. Help promote a more inclusive society in the BMA.	<p>Improve travel choices and access to employment, community facilities and services, particularly in areas of social disadvantage and those with particular needs.</p> <p>Assist communities close to town/city centres, adjacent to main arterial routes and areas of social disadvantage by reducing the impact of traffic, severance, and commuter parking.</p>
7. Support the revitalisation of BMA’s urban areas	Improve access to principal housing regeneration locations particularly areas of social disadvantage.
8. Improve integration between transport modes, land use and other Government’s policies.	<p>Develop a transport system which supports and is consistent with policies for transportation, land use, education, health and employment creation, in particular:</p> <ul style="list-style-type: none"> ▪ Supports the Programme for Government; ▪ Consistency with Regional Development Strategy; ▪ Consistency with Regional Transportation Strategy; ▪ Consistency with Planning Policy Statements, in particular PPS 13 Transportation and Land Use; ▪ Ensure BMTP proposals integrate and support BMAP’s emerging Development Strategy; ▪ Improve interchange between modes for passengers and freight.

16.4 Scheme Specific Objectives

In order to distinguish between the different route options, it is also necessary to disaggregate the high level objectives into more 'scheme specific' objectives i.e. those that are directly related to the WWAY rapid transit proposal. Following a number of consultations with key stakeholders (in association with the Department) including Belfast City Council, Lisburn City Council, Sinn Féin, Shankill Partnership Board, West Belfast Partnership Board, Translink, West Belfast Taxi Association and the Belfast HSC Trust, a total of seven scheme specific core objectives have been developed for the WWAY rapid transit scheme. These are as follows:

- **To encourage mode shift away from non-essential car use** – this will be measured through decongestion, economic enhancement and air quality improvements;
- **To support economic growth** and provide high quality access between existing and new land use developments in West Belfast (including the Royal Victoria Hospital), Belfast city centre (including the Europa Buscentre) and (through interchange) the wider city area. The objective will be measured through the quality of service and interchange in the city;
- **Equality** – to provide access to employment, commercial, health, education, social and leisure facilities for all sectors of the community. The objective will be measured through access from the wider city area to employment, commercial and leisure facilities in West Belfast;
- **Integrate with Belfast city centre's public realm strategy** and to ensure consistency with the city centre traffic management proposals;
- **To provide high quality access to/from Belfast city centre** enabling the city to compete with out-of-town centres. The objective will be measured through the quality of service to the city centre;
- **To support the cohesion of Belfast city** and enable movement to and across Belfast city. The objective will be measured through the quality of service to the city centre and the integration of the service with the EWAY and CITI rapid transit schemes; and
- **To provide a high quality 'symbolic' system capable of supporting the image of Belfast** as a capital city and supporting the regeneration of West Belfast. The objective will be measured through the high level of delivery of system quality attributes and the clear discernment from existing public transport provision in Belfast;

16.5 Conclusion

The high-level and scheme specific objectives for the WWAY rapid transport scheme have been developed in close association with the Department and have been informed by the outcomes of consultations with a number of key stakeholders. As with all transport schemes, they are nested within the framework of central government transport objectives as well as the local transport and development plans – in this case, the BMTP and the draft BMAP.

A total of seven core objectives have been developed for the WWAY rapid transit scheme. These include encouraging a shift away from private car use; supporting economic growth, equality and accessibility and the provision of a high quality 'symbolic' system capable of supporting the image of Belfast.