

3. An Overview of the 2015 Plan

INTRODUCTION

- 3.1 Part B of this document presents the 2015 Belfast Metropolitan Transport Plan. This chapter presents an overview of the 2015 Plan as framed by the longer-term 2025 Strategy. Subsequent chapters then describe the Plan elements in more detail.
- 3.2 The components of the 2015 Plan and 2025 Strategy are described according to four modal themes, as follows.
- ◆ Provision for Walking and Cycling – such as walking corridors and cycle routes;
 - ◆ Public Transport measures – such as bus and rail schemes;
 - ◆ Highway measures – such as road schemes; and
 - ◆ Management measures – such as parking controls or traffic management used to control traffic and influence travel demands and patterns.
- 3.3 The Plan has been developed to deliver an integrated transport network – improving opportunities for interchange between different modes of transport and providing real travel choices, particularly in the BMA’s main transport corridors. Almost all of the individual elements are complemented by other elements in delivering this integrated network and need to be seen as part of a system rather than viewed in isolation. Importantly, the elements are also integrated with the land use plan for the BMA that forms the basis of the BMAP.
- 3.4 Additionally, Chapter 8 presents the Plan’s proposals for each of the six council areas in the BMA, demonstrating how proposals across each of the modal themes are integrated across the BMA’s transport system.

DESCRIPTION OF THE CONTENTS OF THE PLAN

- 3.5 The Plan is summarised by mode in Table 3.1. As discussed in Chapter 2, a 2025 Long-Term Strategy has been developed as a means of framing the medium term 2015 Plan. The table presents a summary of both the 2025 Long-Term Strategy and the 2015 Plan, providing an indication of those elements of the long-term strategy that have been identified as priorities for implementation in the period to 2015.
- 3.6 The table also indicates the estimated cost of implementing the 2015 Plan for each scheme proposal.

Table 3.1 – Summary of the 2025 Strategy and 2015 Plan

Measure Type		2025 Strategy	2015 Plan	2015 Plan Implementation Cost (£. mill) ¹
Walking and Cycling	Facilities for walking and cycling	Introduction of networks to encourage and support greater levels of walking and cycling.	<p>Implementation of the following initiatives:</p> <ul style="list-style-type: none"> improved facilities for walking and cycling as a result of traffic calming on local roads; establishment of a quality walking network focused on each of the main urban centres and main transport corridors, linking public transport nodes, local trip generators and attractors in and around each urban centre; and establishment of a comprehensive cycle network complementing existing provision for cyclists with networks focused on the main urban centres and main transport corridors, linking public transport nodes, local trip generators and attractors in and around urban centres. 	£ 35.7
	Quality Bus Corridors (QBC)	An extensive Quality Bus Corridor (QBC) network focused upon radial MTCs, supplemented by routes serving other corridors. The QBC network to be supported by extensive bus priority measures plus increased service frequencies, improved access to bus stops and real time passenger information.	<p>Implementation of an extensive Quality Bus Corridor (QBC) network with:</p> <ul style="list-style-type: none"> bus priority measures; service frequency improvements of up to 50% compared to existing levels; modern high quality low floor buses; improved bus stop facilities including real time passenger information plus improved access to bus stops; bus lane enforcement cameras; and QBCs implemented on 14 sets of routes in the following corridors: <ul style="list-style-type: none"> Belfast-Antrim corridor (MTC A) on two routes - Antrim Rd. and using the M2 (City Express); Belfast-Lisburn corridor (MTC B) on 3 routes - Falls Rd., Lisburn Rd and Malone Rd.; Belfast to West and North Belfast on 3 routes - Springfield Rd., Shankill Rd. and Crumlin Rd.; Belfast-Castlereagh Rd. corridor; Belfast-Cregagh Rd. corridor; Belfast-Downpatrick corridor (MTC C) on Ormeau/Saintfield Rds. – enhance existing facilities; Belfast-Newtownards corridor (MTC D) on Upper Newtownards Rd.; Belfast-Bangor corridor (MTC E) on Holywood/Bangor Rds.; Belfast-Carrickfergus corridor (MTC F) on Shore Rd. 	£ 59.5
	Orbital Bus Corridors	Orbital QBCs supplementing the radial QBC network with new orbital routes to a similar standard of provision to the radial QBCs.	<p>Introduction of new orbital bus routes to complement the radial QBC network. Routes will be subject to detailed business case review but are expected to serve:</p> <ul style="list-style-type: none"> Inner Orbital corridor (MTC H) as an extension of the existing Centrelink services; and Outer Orbital corridor (MTC G). 	£ 9.0
Public Transport				

2025 Strategy		2015 Plan	2015 Plan Implementation Cost (£ mill)
Public Transport			
Other local bus services and long distance bus/coach services	<p>The improvement of local bus services focused on Bangor, Carrickfergus and Lisburn.</p> <p>Improvements to service frequencies for longer-distance bus and coach services on radial routes to and from Belfast supported by improved integration with local and rural bus services and by bus priority measures on certain sections of the strategic road network.</p>	<p>Incremental roll-out of measures and improvements to include:</p> <ul style="list-style-type: none"> ◆ increased service frequencies on core routes; ◆ cross town/city linking services; ◆ regular interval timetables and integrated ticketing; ◆ integration with rail services; ◆ modern accessible buses; ◆ new routes to access developments; and ◆ redevelopment of Smithfield Square bus station in Lisburn and enhancement of Joymount bus stands in Carrickfergus. 	£ 5.9
Demand Responsive Rural Bus Services	<p>The expansion of Demand Responsive Transport bus services in the rural areas of the BMA.</p>	<p>Demand Responsive Transport – including variable route and dial-a-ride services, both integrated with conventional fixed route bus services and community transport services.</p>	£2.5
Urban Community Transport	<p>The expansion of Urban Community Transport services</p>	<p>Improvements to make transport more accessible to people unable to use conventional public transport services, including those with disabilities.</p>	£7.1
Bus Priority on the Strategic Highway Network	<p>Bus priority measures provided on the strategic road network, in appropriate locations, to provide reduced journey times for long-distance bus/coach services and to complement park-and-ride proposals.</p>	<p>Implementation of bus priority measures on the M2 in the Antrim Corridor (MTC A) between Fortwilliam and York Street and on the Sandyknowes on-slip southbound to supplement that already on the M1 in the Lisburn Corridor (MTC B) between Stockman's Lane and Broadway junctions.</p>	£ 1.1
Taxi Services	<p>Integration of taxi services with other forms of public transport</p>	<ul style="list-style-type: none"> ◆ Provision of improved facilities for taxis at major bus and rail stations in the BMA; and ◆ Provision of bus priority as part of the roll-out of the QBC network will also assist taxis. 	£0.4



Measure Type		2015 Plan		2015 Plan Implementation Cost (£ mill) ¹
2025 Strategy				
Public Transport	Rapid transit	A rapid transit network comprising routes in each of the radial MTCs. All routes would initially be implemented as bus rapid transit, with potential migration in the longer-term towards Light Rail Transit (LRT).	<p>The commencement of a bus rapid transit network with the implementation of an EWAY scheme in the Newtownards corridor (MTC D).</p> <p>Detailed planning of rapid transit schemes in three other corridors not served by rail infrastructure and/or to support major development proposals, as follows:</p> <ul style="list-style-type: none"> ◆ WWAY from Belfast City Centre into West Belfast; ◆ CITI-Route rapid transit serving Belfast City Airport and the Titanic Quarter of the Harbour Estate in the Bangor Corridor (MTC E); and ◆ SuperRoute in the Downpatrick corridor to the Carryduff area (MTC C). <p>The extent of development of the rapid transit network will be reviewed following implementation of the EWAY scheme. (Final decisions on all aspects of the proposed rapid transit network will be subject to detailed economic appraisal, budgetary processes and the completion of statutory processes). It is envisaged that EWAY will be advanced as a private finance initiative.</p>	£101.2 Includes cost of EWAY and planning costs for other schemes
	New and improved rail stations	Maximise the value of the investment in the rail network by increasing catchment areas and by supporting development and regeneration proposals through the provision of new stations and improving interchange facilities.	<p>New or re-located rail stations provided as follows:</p> <ul style="list-style-type: none"> ◆ a new station at West Lisburn (MTC B); ◆ relocation of Jordanstown station in the Carrickfergus Corridor (MTC F); ◆ a new station at Tillysburn to serve Belfast City Airport (MTC E); ◆ measures to improve access to other stations in the BMA; and ◆ retention of options to provide new and improved rail stations and major public transport interchanges within Belfast city centre as part of the potential redevelopment of sites at Great Victoria Street and Gamble Street. These schemes are subject to developer contributions and their implementation is expected to be outside the 2015 Plan period. 	£ 13.0
	Rail service frequency and service pattern changes	Improve service frequencies on all routes in the BMA.	Increase in service frequencies up to 50% with additional trains focused on providing more express services.	£ 47.5



2025 Strategy		2015 Plan		2015 Plan Implementation Cost (£ mill) ¹
Measure Type				
Public Transport	Rail-based park-and-ride	Expansion of existing park-and-ride provision at rail stations.	<p>The following sites have been identified for provision of park-and-ride facilities:</p> <ul style="list-style-type: none"> West Lisburn in conjunction with a new station, as described above (MTC B); and expansion of existing provision at Carrickfergus station and new facilities at Trooperslane halt (MTC F). <p>Increase in parking provision at other stations by formalising existing parking arrangements along with pick up/set down areas, and providing new parking spaces where feasible.</p>	<p>£ 2.7</p> <p>Excludes the cost of providing parking at West Lisburn. This is included in "New and improved rail stations" above.</p>
	Bus/rapid transit-based park-and-ride	Park-and-ride facilities on each radial MTC served by bus services or rapid transit and introduced in conjunction with parking restraint measures in central Belfast.	<p>The following local sites served by dedicated bus/rapid transit services have been identified for implementation within the Plan period:</p> <ul style="list-style-type: none"> Fortwilliam on the Antrim and Carrickfergus Corridors (MTCs A and F); Kennedy Way on the Lisburn Corridor (MTC B); Cairnshill on the Downpatrick Corridor (MTC C); Millmount, Dundonald on the Newtownards Corridor (MTC D); and Tillysburn on the Bangor Corridor (MTC E). <p>Other more informal sites will use existing bus services and currently locations are being investigated at:</p> <ul style="list-style-type: none"> Sprucefield; Sandyknowes; and Carryduff. 	<p>£ 27.6</p>
Highway	Strategic highway network capacity enhancements	<p>The strategic network needs to be enhanced such that it can:</p> <ul style="list-style-type: none"> safely and efficiently cater for longer-distance movements to, from and between different parts of the BMA; and support the reduction of traffic and the negative impacts of traffic on the non-strategic road network with capacity enhancement schemes to address key bottlenecks and provide a consistent standard of road. 	<p>The following proposals have been identified as priorities for implementation within the Plan period:</p> <ul style="list-style-type: none"> the widening of the M1 from Blacks Road to Broadway and grade separation of the junctions on Westlink; the widening of the M2 from 2 lanes to 3 lanes between Sandyknowes and Greencastle junction (MTC A) including the improvement of Sandyknowes junction (M2/A8); the widening of the A2 at Greenisland on the Carrickfergus corridor from one lane in each direction to two lanes in each direction (MTC F); the widening of the A2 Sydenham Bypass between Tillysburn and the M3 Lagan Crossing from a 2-lane dual carriageway to 3-lane dual carriageway (MTC E); and the widening of the A55 Outer Ring Road at Knock Road from one lane in each direction to 2 lanes in each direction with right turning provision. 	<p>£151.9</p>



2025 Strategy		2015 Plan	2015 Plan Implementation Cost (£ mill) ¹
Highway	Strategic highway network capacity enhancements	<p>Protection of and detailed planning for a number of other strategic network schemes is provided for in the Plan, though it is expected that the implementation of these schemes will be outside the 2015 Plan period. These schemes are as follows:</p> <ul style="list-style-type: none"> the widening of the M1 between Blacks Road and Sprucefield (Lisburn) to dual 3 lane motorway and improving the connection between the M1 and A1; a new junction on the M2 to the north of Sandyknowes; the construction of the Blacks Road Link between Upper Malone Road and the M1 at Blacks Road, Dunmurry, with sliproads onto the motorway, to provide a strategic alternative to the existing A55; realignment of the A24 between Cairnshill and the A55 Outer Ring Road to bypass Newtownbreda; and A8 dualling and provision of Ballynure north-east link. 	Costs not included as schemes would be implemented after 2015.
	Non-strategic highway network schemes	<p>Road schemes to:</p> <ul style="list-style-type: none"> provide traffic relief; support environmental improvements in the urban centres; and support developments and regeneration. <p>The following proposals have been identified within the Plan:</p> <ul style="list-style-type: none"> a new road, the M1 – Knockmore link, to the West of Lisburn³; the Connsbank Link – a new link road between the Newtownards Road/Hollywood Arches and the A2 including Hollywood Arches bypass and a new junction with the A2³; the North Lisburn Feeder Road³; Carrickfergus Spine Road³ including Victoria Road and Sloefield Road Schemes; Ballyclare relief road³; a new road link between Quarry Corner and East Link Road in conjunction with the EWAY rapid transit scheme providing an alternative to the existing A20 through Dundonald; Hightown Road Link – providing improved access to Mallusk³; and the Bankmore Link – between Dublin Road and Cromac Street in Belfast. <p>Other non-strategic highway network schemes in conjunction with potential development as outlined in area plans may be progressed during the Plan period.</p> <p>The implementation of the above schemes, other than those in Belfast City Centre and Dundonald, will be developer led with funding at the appropriate level. Developers will be responsible for funding the scheme either in full or in a very substantial part. The Department's priority for funding will be concentrated on the construction of major capital works schemes on the Strategic Network. Any contribution towards developer-led schemes will be subject to detailed economic appraisal, the availability of funding and inclusion within the Major Works Programme.</p>	<p>£ 84.6</p> <p>The cost of the Quarry Corner-East Link Road scheme is included in cost of EWAY</p>



2025 Strategy		2015 Plan		2015 Plan Implementation Cost (£ mill) ¹
Measure Type				
Highway	Strategic highway network traffic management	Traffic management measures to improve the safety and efficiency of the strategic highway network, particularly in locations where there are constraints on the delivery of significant capacity enhancement schemes such as widening or providing new roads.	<ul style="list-style-type: none"> Route Management Strategies, supported by ITS, progressively implemented on the strategic network including minor improvement measures to improve efficiency and safety with particular focus on the A2 to Bangor, A20 Upper Newtownards Road on sections outside the Outer Ring Road, the A24 Sainfield Road on sections outside the Outer Ring Road, and the A55 Outer Ring Road. Also includes a pilot demand management scheme on Westlink. 	£ 24.8
	Non-strategic highway network traffic management	Application of traffic management measures to improve the flow of traffic and reduce the negative impacts of traffic on the local road network, with particular emphasis on residential areas and the main urban centres.	<p>The progressive implementation of:</p> <ul style="list-style-type: none"> traffic calming measures on local roads and in residential areas; traffic management measures on local and distributor roads to improve the flow of traffic, in conjunction with improvements to the strategic road network and the implementation of significant public transport alternatives; traffic management measures in Belfast city centre comprising the reduction of existing road capacity within the core of the city centre enabling the reallocation of space to pedestrians, cyclists and public transport and supporting improvements to the city centre environment. traffic management measures in the centre of Bangor, Carrickfergus and Lisburn to improve conditions for pedestrians, cyclists and public transport and support environmental improvements; and traffic management measures on the A20 Newtownards Rd (MTC D), inside the A55 Outer Ring Road, to reduce the attractiveness of this route for use by strategic traffic and provide greater priority for local movements, walking/cycling and public transport, implemented in conjunction with the planned major public transport improvement in MTC D in the form of EWAY. 	£ 104.0
Management	Technology (ITS)	Use to be made of Intelligent Transport System solutions to support other transport initiatives, recognising that given the rapid evolution of technology in this area, longer-term options will be kept under review.	<p>The following Intelligent Transport Systems measures expected to be implemented in support of other transport initiatives:</p> <ul style="list-style-type: none"> real time passenger information and Integrated ticketing system for the public transport system; implementation of travel information dissemination systems; motorway control and incident detection systems on the strategic highway network; Variable Message Signing (VMS) in conjunction with park-and-ride and parking provision; and linking of systems through Urban Traffic Management Control (UTMC). 	£ 21.8

2025 Strategy		2015 Plan		2015 Plan Implementation Cost (£ mill) ¹
Measure Type				
Management	Parking Measures	<p>Implementation of a parking policy focused on central Belfast that enables more effective parking controls to be applied and supports other demand management measures that seek to reduce peak car trips to the city centre.</p> <p>Improve parking controls in the other main urban centres to complement traffic management measures and maximise parking utilisation in a way that best supports economic vitality.</p>	<p>Implementation of a parking policy focused on central Belfast comprising:</p> <ul style="list-style-type: none"> ◆ modification of existing parking restrictions for on-street parking and – where appropriate – set parking charges to discourage long-stay parking and maximise the use of short stay spaces; ◆ conversion of all uncontrolled on-street parking spaces to controlled spaces in a defined Controlled Parking Zone covering central Belfast and its immediate walk-in catchment area; ◆ more effective enforcement and management of parking made possible by Decriminalised Parking Enforcement (DPE) which will enable responsibility for parking enforcement to be passed from the Police Service of Northern Ireland (PSNI) to DRD. ◆ reduction in the number of public off-street parking spaces provided for long-stay (i.e. commuter use) by turning over car parks to other forms of use and by setting charge structures that discourage long-stay use; ◆ use of land use planning controls to: reduce the number of temporary car parks on derelict land; and to restrict the development of new private-sector public car parks; ◆ restriction of the further increase in the growth in Private Non-Residential (PNR) parking – that associated with commercial premises such as offices and shops – by imposing maximum parking standards to developments that restrict the number of PNR spaces that can be provided. This would be enforced through planning agreements that restrict developers to certain design principles; and ◆ restricting the number of parking spaces provided at new residential developments by imposing maximum parking standards. <p>Implementation of measures to better manage parking in the other main urban centres in conjunction with traffic management measures.</p>	£ 2.2
	<p>Park-and-share</p> <p>Congestion Charging</p>	<p>Implementation of a congestion charging scheme as a demand management tool that is expected to be focused on journeys made by car in peak periods. The options available for implementing congestion charging are continually evolving.</p>	<p>Schemes to provide motorists with opportunities to park their cars and share other transport to their destination.</p> <p>Not proposed for implementation, but a detailed review will be undertaken during the Plan period.</p>	<p>£ 0.5</p> <p>£ 0.2</p>

Measure Type		2025 Strategy	2015 Plan	2015 Plan Implementation Cost (£ mill) ¹
Management	Congestion Charging	Further review of charging options is required before firm decisions can be reached.		
	Changing Travel Attitudes	Widespread measures to influence travel attitudes and encourage greater levels of walking, cycling and use of public transport	<ul style="list-style-type: none"> ◆ support and promote Travel Plans, implemented through planning agreements or conditions on planning permission; ◆ implement a BMA-wide travel awareness campaign supplemented by localised campaigns in conjunction with the implementation of major public transport schemes; and ◆ implementation of the Safer Routes to School initiative. 	£ 3.5
	Sub-Total		Implementation of BMTP Proposals	£ 706.7
Other RTS Initiatives	Bus Revenue Support	n/a	Ongoing funding for the following items: <ul style="list-style-type: none"> ◆ concessionary fares; ◆ fuel duty rebate; and ◆ other NITHC costs. 	£ 153.6
	Bus Replacement Programme	n/a	Rolling programme to provide new buses with high standards of comfort and accessibility and reduce the average age of the fleet to 8 years.	£ 62.3
	Rail Revenue Support	n/a	Ongoing funding for the following items: <ul style="list-style-type: none"> ◆ concessionary fares; ◆ Public Service Obligation; and ◆ other NITHC costs. 	£ 166.3
	Railways Task Force Consolidation	n/a	Includes provision for rolling stock, infrastructure and safety measures.	£ 113.7

Measure Type		2025 Strategy	2015 Plan	2015 Plan Implementation Cost (£ mill) ¹
Other RTS Initiatives	Railways Capital and Rolling Stock grants	n/a	<ul style="list-style-type: none"> ◆ ongoing investment in railway infrastructure including track and routine maintenance; ◆ maintenance of the existing rolling stock; and ◆ replacement of four Castle Class trains. 	£ 59.4
	New Train Sets	n/a	Provide new trains	£ 22.9
	Highway Maintenance	n/a	Ongoing funding for the following items: <ul style="list-style-type: none"> ◆ structural maintenance of surfaces and foundations; ◆ routine maintenance of roads and footways such as grass cutting, gully cleaning etc.; ◆ network management costs; and ◆ car parking maintenance 	£ 602.9
	Bridge Strengthening	n/a	Programme to strengthen the bridge infrastructure to accommodate heavier vehicles.	£ 6.0
	Car Parking Capital Programme	n/a	Improving layouts and equipment	£ 5.6
	Street Lighting Capital Programme	n/a	New street lighting to improve safety and upgrade old systems	£ 7.1
	Research, Monitoring and Review	n/a	Funding to support ongoing research into improving the transport system and monitoring/reviewing plan implementation.	£ 6.7
	Sub-Total		Other RTS initiatives⁴	£ 1206.5
	TOTAL		BMTP PROPOSALS AND OTHER RTS INITIATIVES	£ 1913.2

Table Notes:

- ¹ All costs are estimated and will be subject to further detailed review as part of the implementation of the Plan. Costs are quoted in 2001 prices and include an allowance for optimism bias – the systematic tendency to underestimate costs of infrastructure schemes.
- ² Off-street parking bays to replace on-street parking removed to allow construction of bus lanes.
- ³ Implementation of these schemes is dependent in whole or for the greater part on developer contribution.
- ⁴ See paras 3.7-3.8 for explanation.

IMPLEMENTATION COSTS

- 3.7 The RTS proposes a range of strategic transportation investment priorities for NI totalling an estimated £3.5 billion over the period to 2012. Commitments to proceed with any major capital schemes will be subject to the normal budgetary process, detailed economic appraisal and the successful conclusion of any statutory procedures. The costs of the initiatives, estimated in broad terms during the development of the RTS, will also need to be refined through the strategy implementation process. The RTS provides an important context for increasing investment in NI's roads and public transport infrastructure.
- 3.8 The RTS identifies investment priorities across NI. Around £1.4 billion – approximately 40% of the NI total – could be directed at transport in the BMA over the period 2002 to 2012¹¹. Of this, a significant proportion is required for asset renewal such as the replacement of railway rolling stock, bus fleet modernisation and the maintenance of the road network. These initiatives are aimed at redressing the effect of years of under-investment in transportation. Significant funding could, though, be directed at new enhancements to transport infrastructure and services in the BMA before the end of 2012.
- 3.9 The 2015 BMTP extends beyond the end of the 2002-2012 RTS period. Assuming the same level of funding of transport beyond 2012 it is estimated that an additional £0.5 billion could be directed at transport between 2012 and 2015. This would bring total transport funding for the BMA over the Plan period to around £1.9 billion.
- 3.10 To aid the development of the Plan, the RTS funding levels extrapolated to 2015 have been used as a means of assessing the affordability of the BMTP proposals. Table 3.2 presents a comparison of the estimated cost of implementing the Plan against the broad level of funding that could be needed up to 2015.

Table 3.2 – Comparison of 2015 BMTP Implementation Costs and Indicative Funding from RTS (£ million)

RTS Measure Type	Estimated BMTP Implementation Costs ¹²	Funding to 2015 Projected from RTS
Walking/Cycling ¹³	£118m	£53m
Bus and rapid transit	£437m	£542m
Rail	£429m	£451m
Highway	£922m	£863m
Research, Monitoring and Review	£7m	£7m
Total	£1913m	£1916m

¹¹ It is noted that the RTS employed a slightly different definition of the BMA than that required to be used by BMTP to ensure consistency with BMAP. In addition the RTS separately identifies the Regional Strategic Transport Network (RSTN), rural areas and other urban areas, some of which fall within the BMA and are included within the BMA for the purpose of developing the BMTP. The £1.4 billion is adjusted to resolve these anomalies.

¹² Costs are in 2001 prices.

¹³ Walking/Cycling cost includes expenditure on traffic calming schemes. 20% of the BMTP Walking Strategy cost and 5% of the BMTP Cycling Strategy cost have been reallocated to Bus and Rail on the basis that this money would be spent on improved access to bus stops and rail stations.

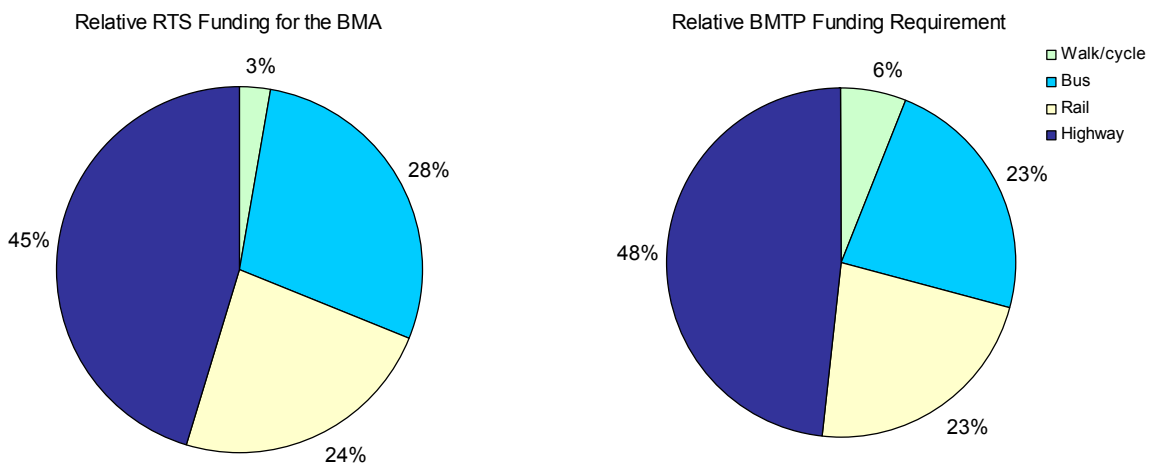
3.11 This indicates that the 2015 Plan is compatible with the level of funding identified by the RTS. However, it needs to be recognised that the actual level of finance available for transport investment over the next 10-15 years is not known in detail and will be subject to the normal budgetary processes.

Relative Funding by Mode

3.12 The RTS also identifies the relative funding by transportation mode. Figure 3.1 shows the RTS funding proposals for transport initiatives within the BMA, identifying the proportion of the RTS funding assumed directed at the BMA by transport mode.

3.13 The balance of spend between modes shown in Figure 3.1 has been used as means of assessing the degree of consistency of the BMTP proposals with the RTS.

Figure 3.1 – Estimated Relative Funding by Mode¹⁴



3.14 Figure 3.1 shows that the balance of spend for the BMTP proposals is broadly consistent with the RTS. BMTP plans to spend a greater proportion on walking and cycling schemes, with proportionately less being spent on bus/rapid transit. If the proposed EWAY scheme proceeds it will be reviewed and, subject to the result of the review, additional funding may be required for future development of the rapid transit network.

¹⁴ Relative RTS funding based on funding identified in the RTS for the BMA to 2011/12. Relative BMTP Funding Requirement based on estimated BMTP implementation costs to 2015.