

# BMTP Update :

For the Belfast Metropolitan Transport Plan

Issue 3: Dec 02

## Progress on Developing a Transport Plan for the Belfast Metropolitan Area



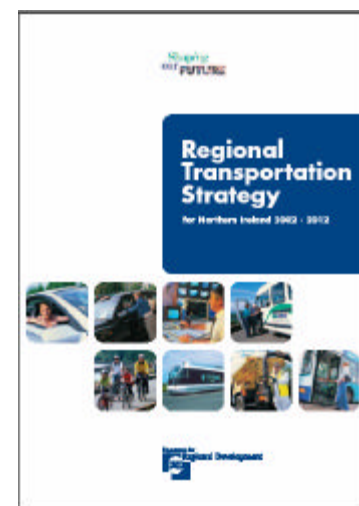
The Belfast Metropolitan Transport Plan (BMTP) covers the Six District Council areas of **Belfast, Carrickfergus, Castlereagh, Lisburn, Newtownabbey and North Down**, and will outline an implementation programme of transport schemes and measures up to 2015, within a transport strategy to 2025.

The recently published *Regional Transportation Strategy (RTS) 2002–2012* and the *Regional Development Strategy (RDS) 2025* provide the guidelines and framework for the BMTP. BMTP also informs the ongoing preparation of the *Belfast Metropolitan Area Plan (BMAP) 2015*

(visit [www.doeni.gov.uk/planning/bmap.htm](http://www.doeni.gov.uk/planning/bmap.htm) for more details )

The structured approach to the BMTP development leads from problem analysis to the identification and appraisal of long-term (2025) strategy options and a 2015 implementation plan. Consultation is a central and ongoing theme of the process.

Since the publication of the Second Issue of the BMTP Update in June 02 further progress has been made on the appraisal of three long-term strategy options and emerging thinking on a preferred strategy. This issue of the BMTP Update provides information on the three strategies, the appraisal process and proposals for presenting the findings at a Working Conference on Monday, 10<sup>th</sup> February 2003.



## Strategy Options for the Belfast Metropolitan Area

The preferred long-term transport strategy for the Belfast Metropolitan Area will be made up of a combination of **Demand Management, Public Transport and Highway** themes. To assess the appropriate balance between these themes, three combined strategies (**A, B and C**) have been developed for appraisal which include elements from all the themes but vary in the intensity of their application.

The table below sets out how the three strategies, A, B and C, have been defined according to the different intensities of application of measure within each theme. Proposals for **Walking, Cycling and Behavioural Measures** (such as Travel Plans) are included in each of the strategies.

Theme	Intensity	A	B	C
Demand Management	High			X
	Medium		X	
	Low	X		
Public Transport	High			X
	Medium		X	
	Low	X		
Highways	High	X		
	Medium		X	
	Low			X

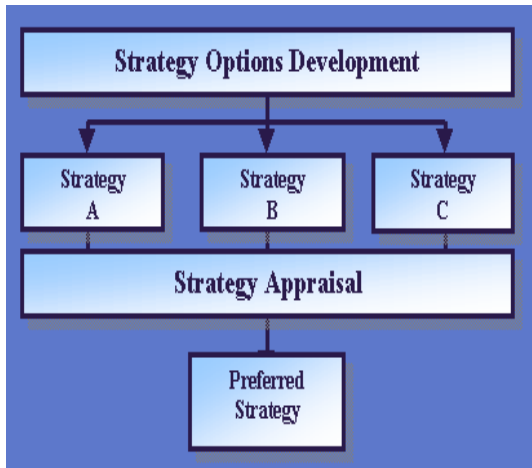
**Strategy A** - represents **high investment in Highway** improvements (focused on the strategic network) with **low investment in Public Transport** (focused on Quality Bus Corridors) and **Demand Management** measures (to take strategic traffic off the non-strategic network).

**Strategy B** – represents **moderate investment in Highway** (to address pinch points on strategic network), **Public Transport** (including the introduction of rapid transit) and **Demand Management** measures (to influence people's travel choices)

**Strategy C** – represents **high investment in Public Transport** (rail improvements and extensive rapid transit network supported by Quality Bus Corridors and Park & Ride) and **Demand Management** measures (priority for certain users and influencing people's travel choices through measures such as parking controls and road user charging) and **low investment in Highway** improvements (to address the worst pinch points on the key strategic network).

## Strategy Appraisal

The development of the BMTP is based on the Guidance on the Methodology for Multi-Modal Studies (GOMMMS), an objective-led approach to seeking solutions to transport-related problems.



The BMTP core objectives (outlined in Update Issue 2) were developed within the five UK objectives for transport. They relate to environment, safety, economy, accessibility and integration (between transport modes, with land-use and with other government policies).

The performance of the three combined strategies (A, B and C) is being compared against these objectives and includes qualitative and quantitative impacts, which are reported within an Appraisal Summary Table.

An analysis of both qualitative and quantitative impacts, along with consultation and supporting analyses, will inform the decision on the **Preferred Strategy**. It is likely that the preferred strategy will contain elements of all three combined strategies tested.

## Working Conference

Consultation forms an integral part of the BMTP study. To date it has been informed by the RDS and RTS processes; views expressed as a result of the BMAP statutory consultation process; and, targeted groups in the form of Focus Groups, Reference Groups and Key Stakeholders Group.

To assist at this crucial stage in the BMTP process, a major **Working Conference** will be held on **Monday, 10<sup>th</sup> February 2003** in the **Europa Hotel, Belfast**, to discuss the emerging thinking on a Preferred Strategy. The conference will also seek delegates views on priorities for the implementation of transport schemes and measures.

The conference format will be similar to RTS conference held in September 2001. Independent facilitators have been employed by the Department for the event. They will chair the event and workshops and produce a report of delegate's views and comments.

The conference is by invitation only and will involve members of the Reference and Key Stakeholders Groups, elected representatives and departmental officials. Invitations will be sent out during December 2002.

It should be noted that as places are limited, the BMTP team may be required to allocate places in response to invitation replies on a first-come first-served basis.



The Regional Transportation Strategy Conference, September 2001

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