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## Executive Summary

### INTRODUCTION

This document presents the **Belfast Metropolitan Transport Plan (BMTP)**: a local transport plan for the Belfast Metropolitan Area (BMA). The BMA comprises the six District Council areas of **Belfast, Carrickfergus, Castlereagh, Lisburn, Newtownabbey** and **North Down** and is the Northern Ireland (NI) region's economic engine as well as being its centre for administration, specialised high order services and cultural amenities. It is also NI's major transport hub and transport gateway to the rest of the UK and Europe.

### Context

The Plan has been prepared by the Department for Regional Development (DRD) and takes forward the strategic initiatives of the **Regional Transportation Strategy (RTS)** for Northern Ireland 2002-2012. It sets out transport proposals for the BMA which people can expect to see implemented by 2015. **The implementation of these proposals will be subject to detailed economic appraisal, funding availability and statutory processes.** The Plan will also support the development proposals in the **Belfast Metropolitan Area Plan (BMAP)** being prepared by the Department of the Environment (DoE).

The development of the BMTP has also been guided by **Shaping Our Future: Regional Development Strategy (RDS), for Northern Ireland 2025** published by the DRD in 2001, which sets out a long-term strategy to create a thriving metropolitan area centred on a revitalised city of Belfast. An essential element of this long-term strategy is an efficient, safe, environmentally acceptable and sustainable transport system. Transport has suffered from many years of under-investment and the existing transport system needs substantial new investment to transform it into the modern integrated transport system which the RDS sees as critical to support its wider sustainable development, urban renewal and renaissance strategy for the BMA. The implementation of the BMTP within the framework set by the RTS would represent a major investment in existing and new transport infrastructure and services.

Transport problems are already adversely affecting the environment and the quality of life in the metropolitan area and, because of increasing congestion, are impacting upon the economic competitiveness of the BMA and NI as a whole. There are also increasing concerns about road safety on the BMA's road network. The Plan sets out a range of proposals aimed at addressing these problems that, when implemented, would start the move towards a sustainable transport system that can support the longer-term aspirations of the RDS.

The Plan's proposals represent a balanced and multi-modal approach to transport that takes into account the latest guidance and experience on sustainable local transport provision. It provides comprehensive proposals for all modes of transport throughout the BMA. The Plan will provide for and encourage greater use of public transport and greater levels of walking and cycling whilst also supporting an appropriate level of movement of cars and goods vehicles which, realistically, will remain the most used mode of travel in the BMA during the Plan period. The proposals also recognise the important role that transport can play alongside other government initiatives in helping social inclusion by providing better access to employment, health and leisure facilities.

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## DEVELOPING THE PLAN

The overall development of the BMTP was based on the UK Government's "Guidance on the Methodology for Multi-Modal Studies" (GOMMMS)<sup>1</sup>, adapted as appropriate to NI circumstances. The approach has ensured that a comprehensive range of solutions has been considered covering all modes of transport. It has also ensured integration between transport and land use.

Plan development was especially influenced by the guidance provided by the RDS and RTS and the linkage between BMTP and BMAP, enabling the generic multi-modal study process to be focused on the particular needs and special context of the BMA. An extensive consultation exercise was also undertaken, ensuring that the views of a wide range of stakeholders were taken into account in the development of the Plan. The consultation process built upon the extensive consultation exercise undertaken to support the RDS and RTS, and included:

- ◆ consultation with Reference and Focus Groups and a Key Stakeholder Group;
- ◆ the consultation material collected by the DoE's BMAP team as part of their process;
- ◆ presentations/updates to Members of each of the six District Councils in the BMA; and
- ◆ a Working Conference held in Belfast in February 2003 which presented a 2015 Emerging Plan to a wide range of delegates.

### 2015 Plan

The elements of the 2015 Plan are described under four main headings or themes of **Walking and Cycling, Public Transport, Highway Network, and Management**. Proposals are also highlighted for each of the six District Council areas, including the urban centres, and the impact of the Plan upon people with particular needs, such as those with disabilities. The key elements of the 2015 Plan are outlined in the table below:

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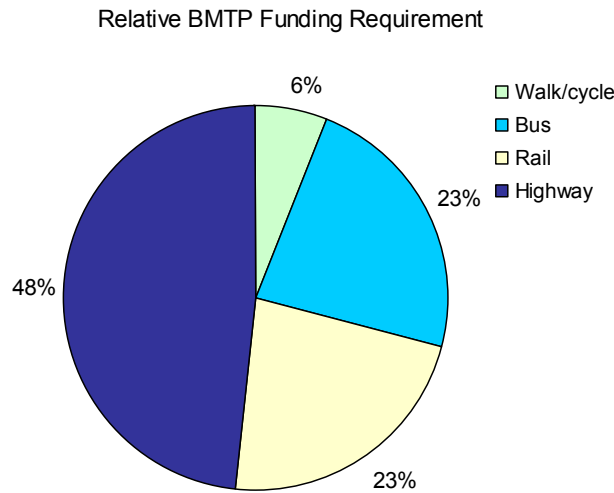
<sup>1</sup> Guidance on the Methodology for Multi-Modal Studies (GOMMMS), DETR, March 2000

| 2015 Plan   |   | Estimated Cost (£ mill) <sup>1</sup> |
|---|---|--------------------------------------|
| Walking and Cycling   | Introduction of networks for walking and cycling.   | £ 35.7                               |
| Public Transport  | A network of Quality Bus Corridors (QBC).   | £ 59.5                               |
|   | Introduction of orbital bus routes.   | £ 9.0                                |
|   | Improvements to local and long distance bus/coach services.                                     | £ 5.9                                |
|   | Expansion of Demand Responsive Transport bus services in rural areas.                           | £2.5                                 |
|   | Expansion of Urban Community Transport services.  | £7.1                                 |
|   | Bus priority measures on the strategic highway network.   | £ 1.1                                |
|   | Provision of facilities for taxis.  | £0.4                                 |
|   | The proposed commencement of a bus rapid transit network with implementation of a pilot scheme. | £ 101.2                              |
|   | Provision of new or re-located rail stations and improved access to rail stations/halts.        | £ 13.0                               |
|   | Increased rail service frequencies.   | £ 47.5                               |
|   | Rail-based park-and-ride facilities.  | £ 2.7                                |
|   | Bus or rapid transit park-and-ride facilities.  | £ 27.6                               |
| Highway   | Strategic highway network capacity enhancements.  | £151.9                               |
|   | Implementation of non-strategic highway network schemes.  | £ 84.6                               |
|   | Route management strategies on the strategic highway network.                                   | £ 24.8                               |
|   | Traffic management measures on the non-strategic highway network.                               | £ 104.0                              |
| Management  | Implementation of Intelligent Transport Systems.  | £ 21.8                               |
|   | Parking controls in urban centres.  | £ 2.2                                |
|   | Park and Share facilities.  | £ 0.5                                |
|   | Review of congestion charging.  | £ 0.2                                |
|   | Initiatives aimed at changing travel attitudes.   | £ 3.5                                |
| <b>Sub-total for Implementation of BMTP Proposals</b>                 |   | <b>£ 706.7</b>                       |
| <b>Subtotal for Other RTS initiatives</b>                             |   | <b>£ 1206.5</b>                      |
| <b>TOTAL for TRANSPORT PROPOSALS in the Belfast Metropolitan Area</b> |   | <b>£ 1913.2</b>                      |

<sup>1</sup> All costs are in 2001/2002 prices. It is envisaged that certain schemes will be brought forward under private finance initiatives.

The balance of spend for the Plan proposals is indicated in the figure below and is broadly consistent with the RTS.

### Estimated Relative Funding by Mode



## OUTCOMES, TARGETS, MONITORING AND REVIEW

### Outcomes

The implementation of the Plan over the coming years will start to bring significant benefits to users of the BMA’s transport system alongside a wide range of other benefits: to the environment; to the economy; to road safety; and to the quality of life in both urban and rural areas. In tandem with BMAP it will also support wider policy initiatives for the sustainable economic and social development of the BMA. The table below summarises the expected outcomes of the implementation of the Plan according to a number of key indicators.

| Objective     | Description  | BMTP 2015 % change from 2001 Current Situation benchmark |
|---------------|--|--|
| Environment   | Nitrogen Oxides emitted by road traffic  | -52%   |
|               | Carbon Dioxide emitted by road traffic   | 20%  |
| Safety        | Number of personal injury accidents per annum  | -17%   |
| Economy       | Average weekday morning peak period speeds on the BMA's strategic road network                               | -1%  |
|               | Average weekday morning peak period speeds on the entire BMA road network                                    | -7%  |
| Accessibility | Rail – average weekday morning peak period services in terms of train kilometres operated                    | 69%  |
|               | Rail – average weekday morning peak period services in terms of patronage                                    | 67%  |
|               | Citybus – average weekday morning peak period services in terms of bus kilometres                            | 72%  |
|               | Citybus – average weekday morning peak period services in terms of patronage                                 | 44%  |
|               | Bus and rapid transit – average weekday morning peak period services in terms of vehicle kilometres operated | 14%  |
|               | Bus and rapid transit – average weekday morning peak period services in terms of patronage                   | 28%  |
|               | Rural Demand Responsive Bus Services in terms of vehicle journeys undertaken                                 | 100%   |

## Targets

To monitor the implementation of the Plan these outcomes have been converted into targets that, when implemented, the Plan is expected to achieve. These have been augmented by additional targets drawn from wider strategy documents.

## Review

As with any Plan there will be a need to undertake periodic reviews. Changes in the economic, social, legal and political environment may necessitate modifications to Plan contents and priorities. The success of the implemented initiatives will dictate the extent of their future roll-out. The monitoring of Plan delivery and outcomes may suggest that modifications are required to maximise its effectiveness in delivering a modern integrated transport system.

It is envisaged that the Plan is reviewed as a minimum at five-yearly intervals, with intermediate reviews of individual elements of the Plan undertaken as required.