

Belfast Rapid Transit Consultation Comhairliúchán maidir le córas Luathiompair i mBéal Feirste

Summary Document Cáipéis Achomair

November 2009



Department for
**Regional
Development**

www.drdni.gov.uk

AN ROINN

Forbartha Réigiúnaí

MÁNNYSTRIE FUR

Kintra Pairts Fordèrin

Participation in this Consultation Exercise

If you wish to participate in this consultation exercise, the Consultation Pack contains this Summary Document, Detailed Policy Proposals, an Integrated Impact Assessment document, and a Question and Answer Booklet to assist you when submitting your response. Alternatively, you may wish to access the Consultation Pack from our website, at www.drdni.gov.uk.

This publication can also be made available, on request, in large print, Braille, and audio alternative formats. Please contact us to discuss your requirements.

The consultation period will run from 23 November 2009 to 19 February 2010. You must respond by **5pm on 19 February 2010**, otherwise we may not be able to take account of your comments. Submissions may be submitted in other languages, including Irish and Ulster-Scots, or in a different format, such as audio tape. We will acknowledge your submission in your chosen language and will publish the Department's response to the issues raised in due course.

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MINISTERIAL FOREWORD



As Minister for Regional Development, I am pleased to present my Department's policy proposals for a Rapid Transit system in Belfast. This consultation document sets out how the Department aims to implement the Rapid Transit system at the strategic level. It does not deal with the operational details of the system (such as route alignments, location and design of halts, vehicle design, branding, etc) which will be the subject of a further consultation exercise.

The development of a Rapid Transit system in Belfast is one of the key priorities contained within the Programme for Government. It will improve the city's image and will help to regenerate and open up new development opportunities along its routes.

Belfast needs a Rapid Transit system. All successful regions have strong cities at their core. Strong, vibrant cities need modern and efficient transport systems. The Rapid Transit system will provide quick and efficient access into and across the city and a real alternative to car travel.

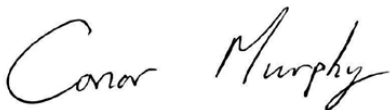
Belfast Rapid Transit will achieve a step change in public transport in the city. It will provide faster, higher quality services, with new routes serving new opportunities, and operate on high priority Rapid Transit bus lanes. It will play a key role in linking communities and transforming neighbourhoods. Already developers and agencies are talking to us about our plans.

Rapid Transit will also serve to regenerate communities. Examples of Rapid Transit development throughout the world show how regeneration and the creation of high quality public transport systems are linked. This is particularly

evident in and around halts where increased accessibility exists and regeneration occurs.

Rapid Transit is a new concept for Belfast. It will incorporate high quality halts with real time information and a ticketing system that will enable quick and easy boarding of vehicles. It will help regenerate socially deprived areas in both East and West Belfast providing quick and efficient access to jobs, hospitals and leisure sites while also being integrated into the major redevelopment at Titanic Quarter.

The overall aim of the Rapid Transit system is to improve the public transport service available to everyone who lives in, works in or visits Belfast. Rapid Transit will contribute to a public transport system that is sustainable, promotes regeneration, economic growth and regional development and contributes to social inclusion.

A handwritten signature in black ink that reads "Conor Murphy". The signature is written in a cursive style with a large initial 'C'.

Conor Murphy MP, MLA

Minister for Regional Development

FOCAL ÓN AIRE



Tá lúcháir orm, mar an tAire Forbartha Réigiúnaí, moltaí polasaithe mo Roinne maidir le córas Luathiompair i mBéal Feirste a chur in bhur láthair. Leagann an doiciméad comhairliúcháin seo amach an dóigh a bhfuil sé ar intinn ag an Roinn an córas Luathiompair a chur i bhfeidhm ag leibhéal straitéiseach. Ní bhaineann sé le sonraí feidhmiúcháin

an chórais (ar nós ailíniú bealaí, suíomh agus dearadh na stadanna, dearadh feithicle, brandáil, srl.). Beidh na nithe sin á bhfhiosrú i bpróiseas comhairliúcháin eile.

Tá forbairt córas Luathiompair i mBéal Feirste ar cheann de na príomhthosaíochtaí atá istigh sa Chlár don Rialtas. Cuirfidh sé go mór le híomhá na cathrach agus cuideoidh sé le deiseanna nua forbartha a oscailt feadh a chuid bealaí.

Tá córas Luathiompair de dhíth ar Bhéal Feirste. Bíonn cathracha láidre mar pháirt láidir de réigiúin rathúla. Bíonn córais nua-aimseartha agus éifeachtúla de dhíth ar chathracha láidre, beoga. Beidh daoine ábalta dul isteach sa chathair agus taisteal trasna na cathrach ar bhealach gasta agus éifeachtach agus is fíor-rogha eile a bheas ann seachas taisteal i gcarr.

Is athrú suntasach ar iompar poiblí sa chathair a bheas i Luathiompar Bhéal Feirste. Soláthróidh sé seirbhísí níos gaiste, ar chaighdeán níos airde, le bealaí nua ag freastal ar dheiseanna nua, agus beidh sé ag feidhmiú ar lánaí bus ardtosaíochta Luathiompair. Beidh ról lárnach á imirt aige i dtaca le pobail a cheangal le chéile agus comharsanachtaí a athrú. Tá forbróirí agus gníomhaíochtaí ag caint linn cheana féin faoinár gcuid pleananna.

Beidh Luathiompar ábalta pobail a spreagadh fosta. Léiríonn samplaí d'fhorbairt Luathiompair ar fud na cruinne an dóigh a bhfuil athghiniúint uirbeach agus cruthú córais iompair phoiblí ar ardchaighdeán ceangailte le chéile. Tá sé sin amhlaidh go háirithe ag na stadanna agus thart orthu, áit a bhfuil sé níos fusa a theacht ar gach rud agus áit a dtarlaíonn athghiniúint uirbeach.

Is coincheap úr é Luathiompar do Bhéal Feirste. Beidh stadanna ar ardchaighdeán le heolas fíor-ama agus córas ticéadaithe i gceist leo, rud a ligfidh do dhaoine dul ar bord na bhfeithiclí go furasta. Cuideoidh sé le ceantair atá ar bheagán áiseanna ón taobh sóisialta de a athghiniúint in Oirthear agus in Iarthar Bhéal Feirste araon, rud a sholáthróidh rochtain ghasta agus éifeachtúil ar phoist, ar ospidéal agus ar ionaid fóillíochta fad is go mbeidh sé comhnasctha leis an athfhorbairt ollmhór ag an Cheathrú Titanic.

Is é an aidhm fhoriomlán atá ag an chóras Luathiompair feabhas a chur ar an tseirbhís iompair phoiblí atá ar fáil do gach duine a chónaíonn nó a oibríonn i mBéal Feirste nó duine ar bith a thugann cuairt ar an chathair. Cuirfidh Luathiompar go mór le córas iompair phoiblí atá inmharthanach, córas a chuirfidh athghiniúint uirbeach, fás geilleagrach agus forbairt réigiúnach chun cinn. Lena chois sin, cuirfidh sé go mór le cuimsiú sóisialta fosta.

Conchúr Mac Mhurchaidh

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Teachta Parlaiminte, CTR

An tAire um Fhorbairt Réigiúnach

1. INTRODUCTION

- 1.1. This consultation document outlines the Department for Regional Development's (the Department) proposals for a Rapid Transit system in greater Belfast. Any reference to the Department includes any departmental agency which may be established with responsibility for Public Transport.
- 1.2. A number of studies (Regional Development Strategy, Regional Transportation Strategy and Belfast Metropolitan Transport Plan) established the need for a Rapid Transit system in Belfast. Belfast Rapid Transit is a major element of the delivery of a step change in the quality of public transport in Belfast, complementing increased investment in public transport. The aim is to provide Belfast Rapid Transit as one element of an integrated public transport network in the city.
- 1.3. Bus-based Rapid Transit is one of the key drivers for regeneration throughout Belfast, providing high quality access and linkages between the different parts of the city. The pilot network for Belfast Rapid Transit will link the Titanic Quarter, East Belfast and West Belfast through the city centre.
- 1.4. The exact details of the operation of the Belfast Rapid Transit system (including the alignment of the routes, positioning and design of individual stops/halts, ticketing arrangements, security, accessibility, etc) have yet to be finalised and these will form the basis of further public consultation in the future, including the required statutory impact assessments.

2. THE VISION FOR BELFAST RAPID TRANSIT

2.1. The Rapid Transit system will contribute to the realisation of the vision for public transport which is:

“The provision of a customer-focused, high quality integrated public transport system, which is sustainable, provides good value for money, enhances competitiveness, helps sustain economic growth, promotes regional development and contributes to social inclusion”.

3. THE POLICY OBJECTIVES FOR BELFAST RAPID TRANSIT

3.1. The overall policy objectives of the Belfast Rapid Transit project are to deliver a system that:

- supports the implementation of the Regional Transportation Strategy;
- provides a safe, efficient and high quality public transport service;
- complies with EU regulations and with contractual and funding arrangements;
- encourages the greater use of public transport;
- maximises efficiency and value for money;
- encourages mode shift away from non-essential car use;
- supports economic growth;
- promotes equality;
- integrates with proposals for Belfast city centre;
- provides high quality access to/from Belfast city centre;
- supports the cohesion of Belfast;
- provides a high quality ‘symbolic’ system;
- promotes social inclusion;
- supports community integration; and
- promotes and facilitates regeneration.

4. POLICY PROPOSALS FOR BELFAST RAPID TRANSIT SERVICE DELIVERY

4.1. In order to allow the Department to deliver the Rapid Transit system in Belfast we propose to take a number of powers. These powers, which are detailed in the Detailed Policy Proposals booklet, can be summarised as follows:

- An enabling power to establish the necessary legal authority for the provision of the Rapid Transit System.
- The power to acquire land in connection with the Rapid Transit system.
- The power to purchase, lease and dispose of goods and services in connection with the Rapid Transit system.
- The power to award a performance based contract for the operation of the Rapid Transit system.
- The dis-application of current route licensing legislation to Rapid Transit.
- The power to make byelaws in relation to passenger conduct on vehicles and in/on premises connected with the Rapid Transit system.
- The power to install, operate and maintain off-board ticketing machines in connection with the Rapid Transit system.

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