

Brendan Murtagh

Queen's University | Urban Planning

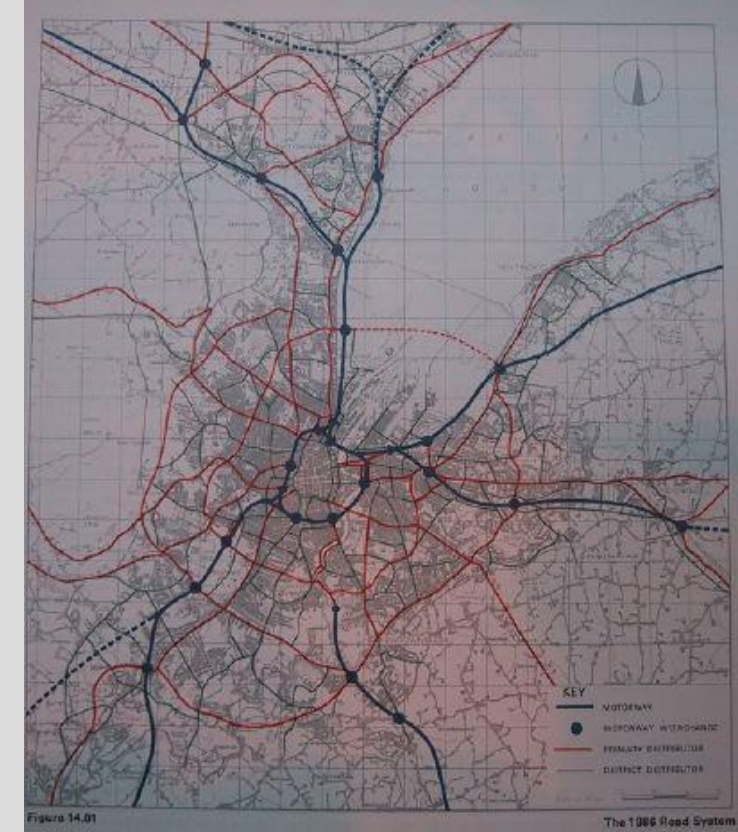
Policy Context

Reducing Car Dependency in Belfast

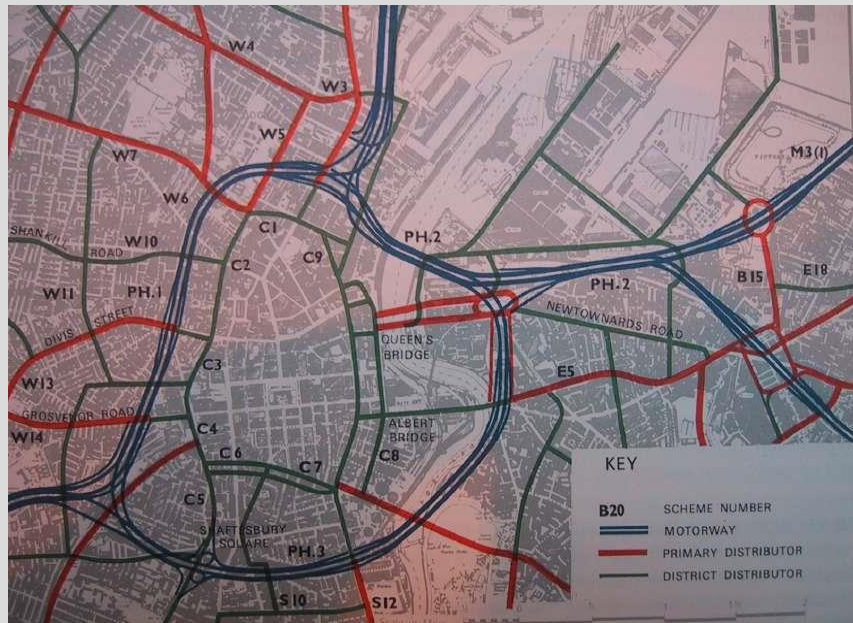
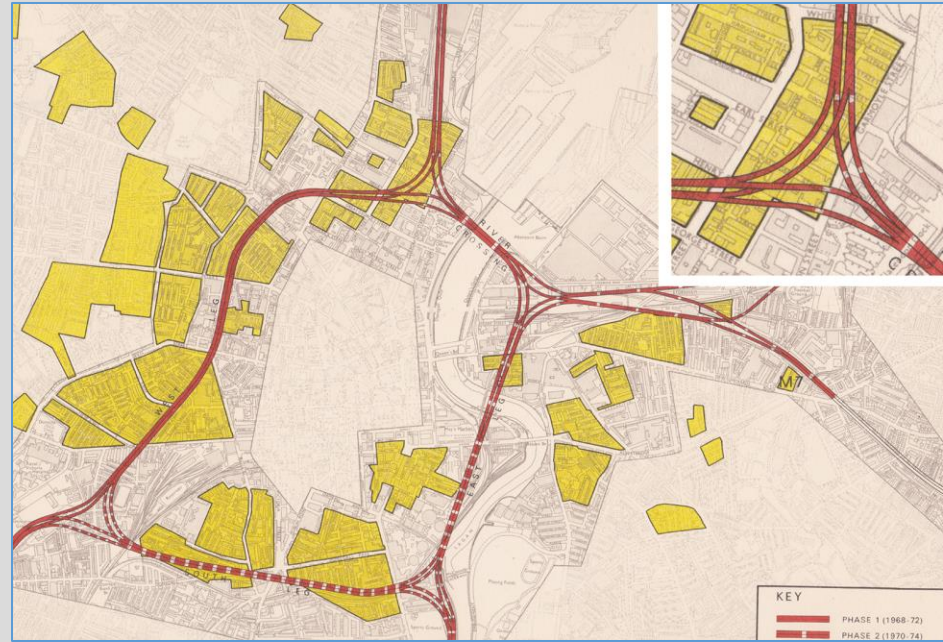
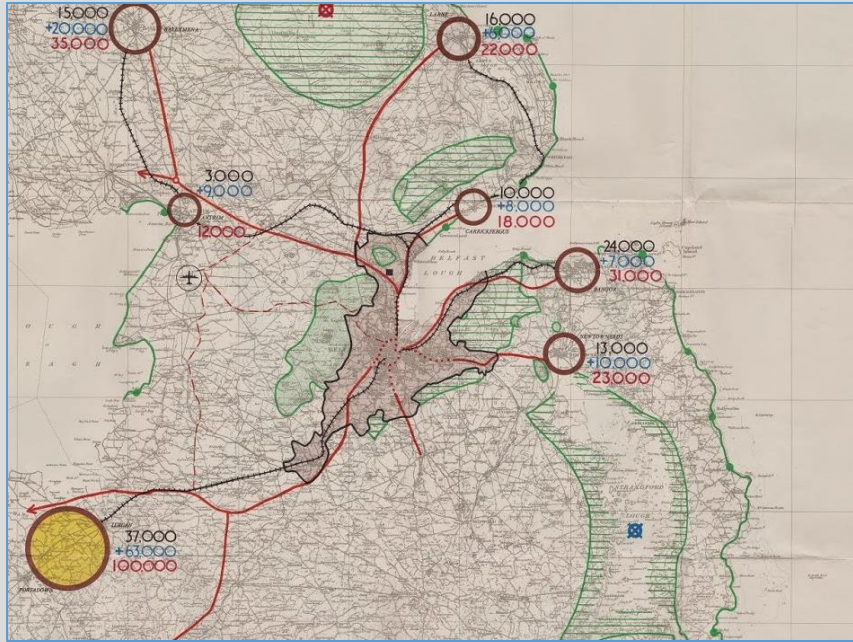
Webinar | 30th May 2023



1945 Belfast Ring Roads



1969 Belfast Transport Plan



Regional Transport Strategy 2002

Belfast Metropolitan Transport Plan (BMTP)

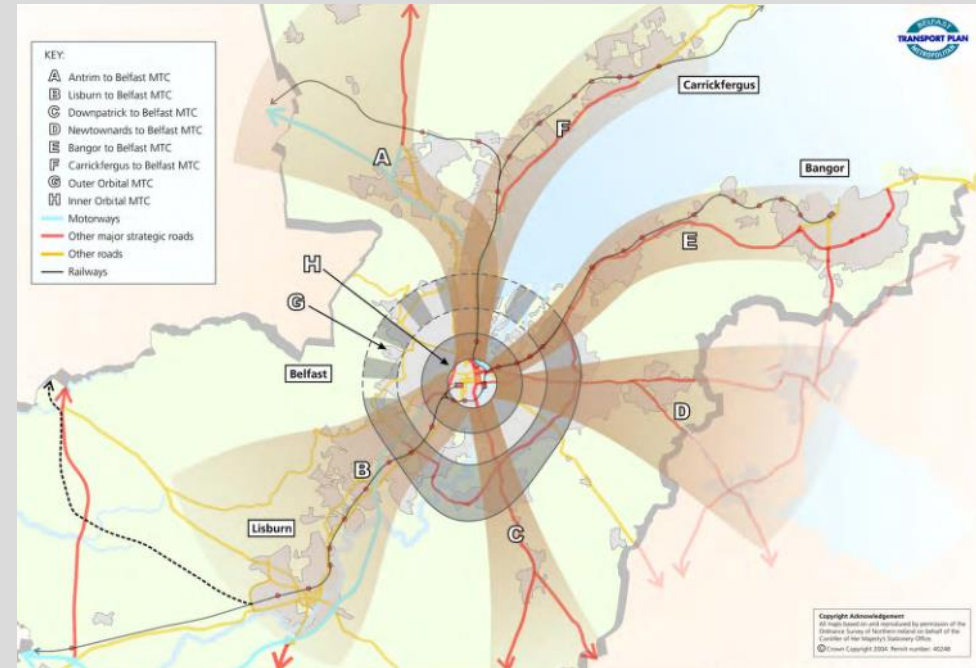
Table 5.2: Costed Initiatives by Mode - Regional Strategic Transport Network (RSTN)¹

RSTN totals: Reference Case² £516.9 million
 Additional Funding £557.0 million
 RTS Funding £1073.9 million

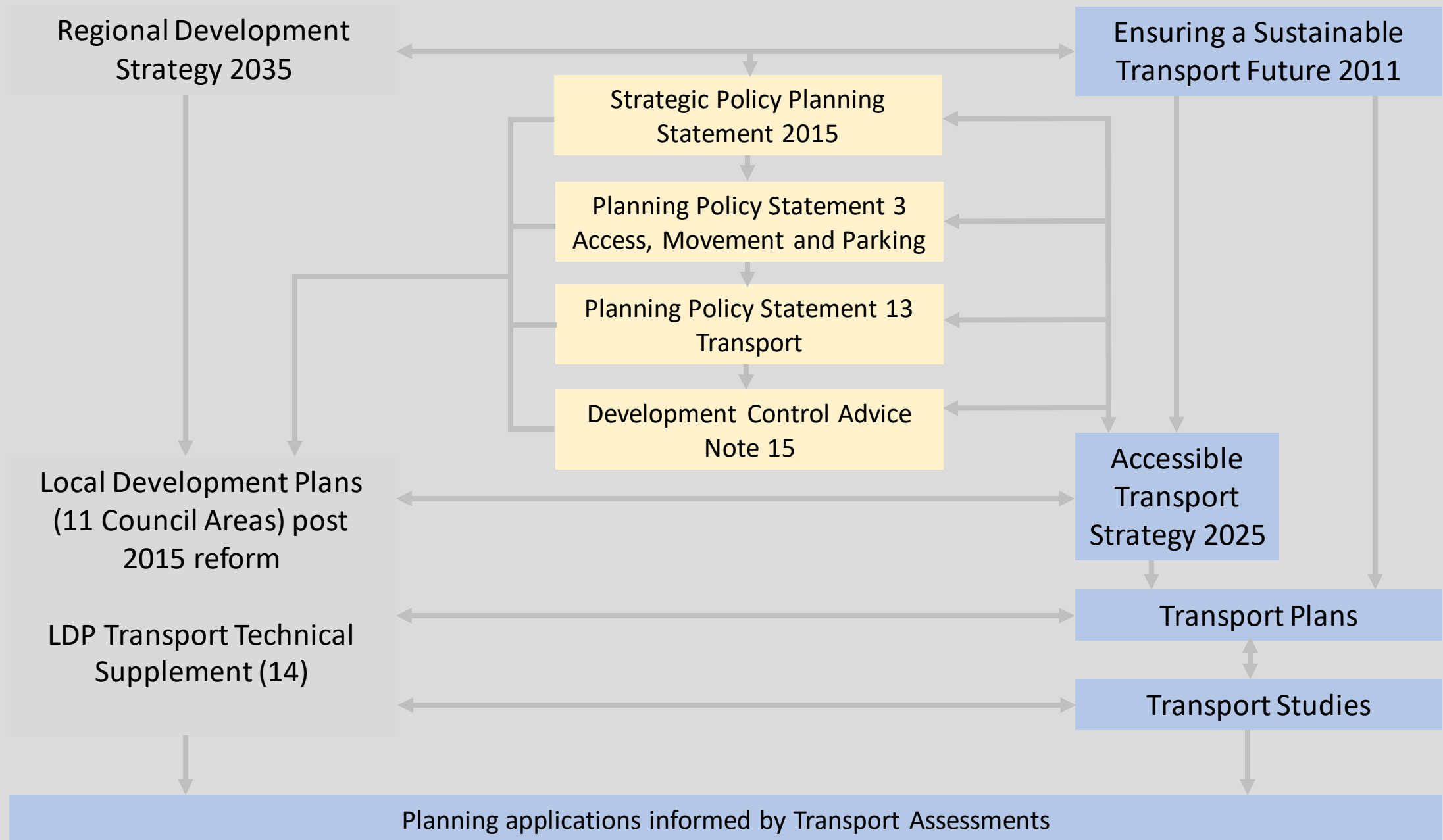


¹ See paragraph 5.2.5 for explanation of rules governing the allocation of funding by area to avoid 'double counting'
² Reference Case is equivalent to 'existing' funding level continued
³ AMS/TPAS - Automatic Warning System, Train Protection Warning System as discussed in the AD Ulster report 'Strategic Safety Review - Northern Ireland Railways - March 2000'
⁴ Funding from the government for the Railways Task Force Consolidated (RTFC) is £100 million, split over 3 financial years.
 Note: As the RIS now runs from 2002/03, the £20million included for the RTFC in 2001/02 has been omitted

Reference Case ² (£m)	Additional Funding ³ (£m)	RIS Funding ⁴ (£m)
ALL MODES		
Research, monitoring and review	3.7	3.7
Sub-Totals	3.7	3.7
WALK / CYCLE		
Traffic calming	2.9	
Measure to improve the safety of pedestrians by reducing the speed of traffic and to improve the environment by quality and local amenity value of residential roads. Tagged mainly at points of entry (100 Gateways) to Belfast area.		
Making it easier to walk	0.5	
Measure to improve the pedestrian environment including safety improvements, new footways, crossing facilities and measures to cater for people with disabilities. It lists of new footways with improved crossing facilities.		
Making it easier to cycle	0.6	
Approximately 6 km of cycle network, including giving priority to cyclists at some locations, improvements to other cycle facilities and contributing to completion of the National Cycle Network.		
Sub-Totals	4.0	1.4
BUS		
Enhanced facilities for buses	0.3	
To reduce and encourage travel by bus by improving priority for buses and the safety and comfort for passengers through provision of measures such as laybys, shelters and bus boarding facilities at around 80 locations.		
Fuel Duty Rebate	13.4	
Subsidy to the operation of stage carriage bus services through the partial repayment of duty paid on fuel. Available to operators who comply with the requirements of the scheme.		
Concessionary fares	4.1	
Travel concessions for people aged 65 and over, children up to 16, and disabled persons and registered blind people. Available to Northern Irish or Full-time or part-time students who operate stage carriage bus services.		
Other MTHC costs	1.3	
Other costs including administration costs for which the Department is responsible.		
Bus replacement programme	18.0	
Reducing the average age of the fleet to 5 years, with high standards of comfort and usability, including for people with disabilities across the fleet making travel by bus an acceptable option for many non-able-bodied car drivers.		
Goldline frequency increases	10.0	
Provide hourly Goldline services on these MTHCs which do not have rail services.		
Public transport information	4.0	
Improve public transport maps and timetable information. Facilitate better connections for and between public transport services. Automatic bus-vehicle location system with real time information on board allowing dynamic operational management of many services.		
Sub-Totals	19.1	32.4
ALL MODES	22.7	33.8
Sub-Totals	22.7	33.8



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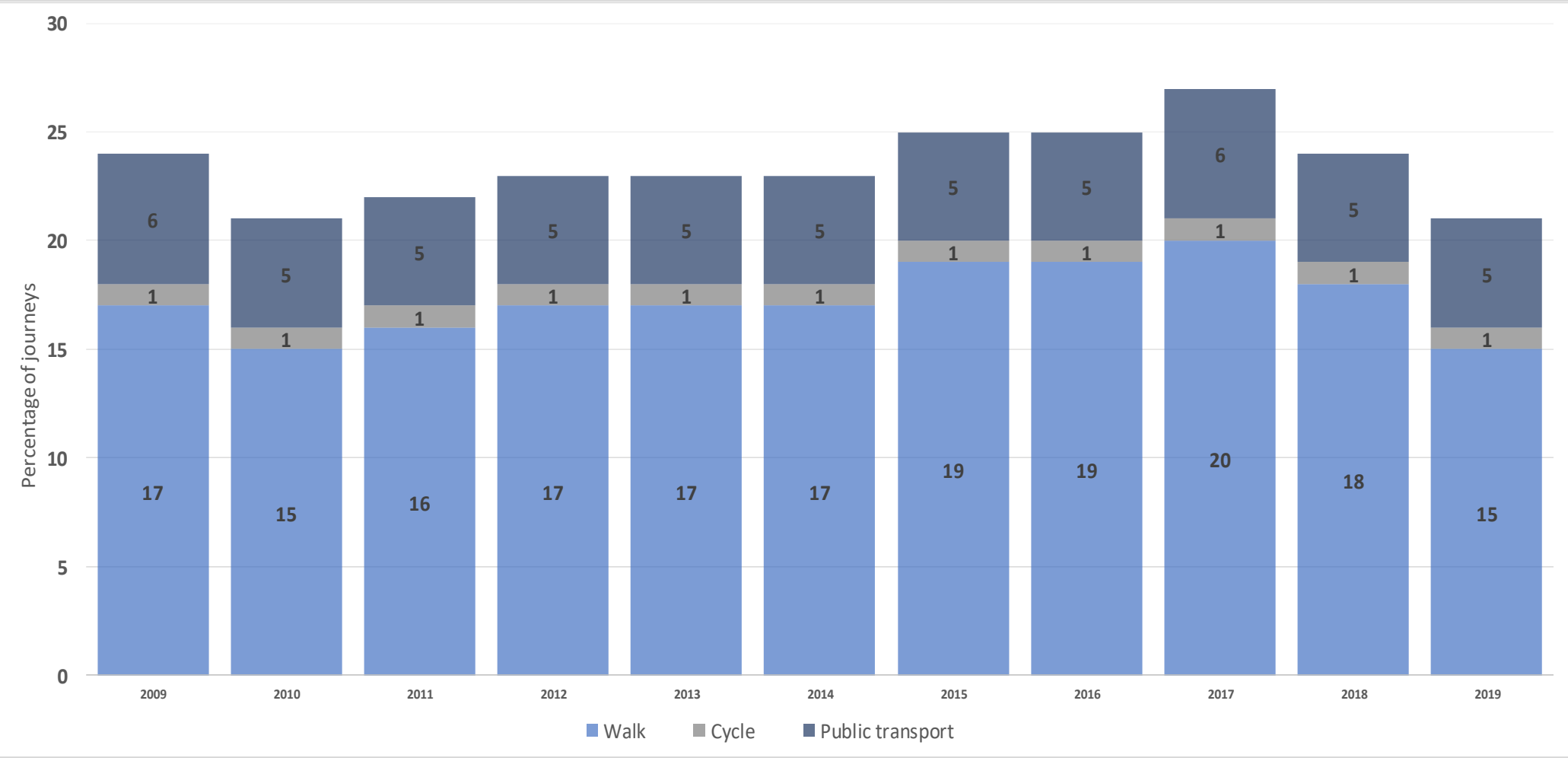
KEY

Land use planning

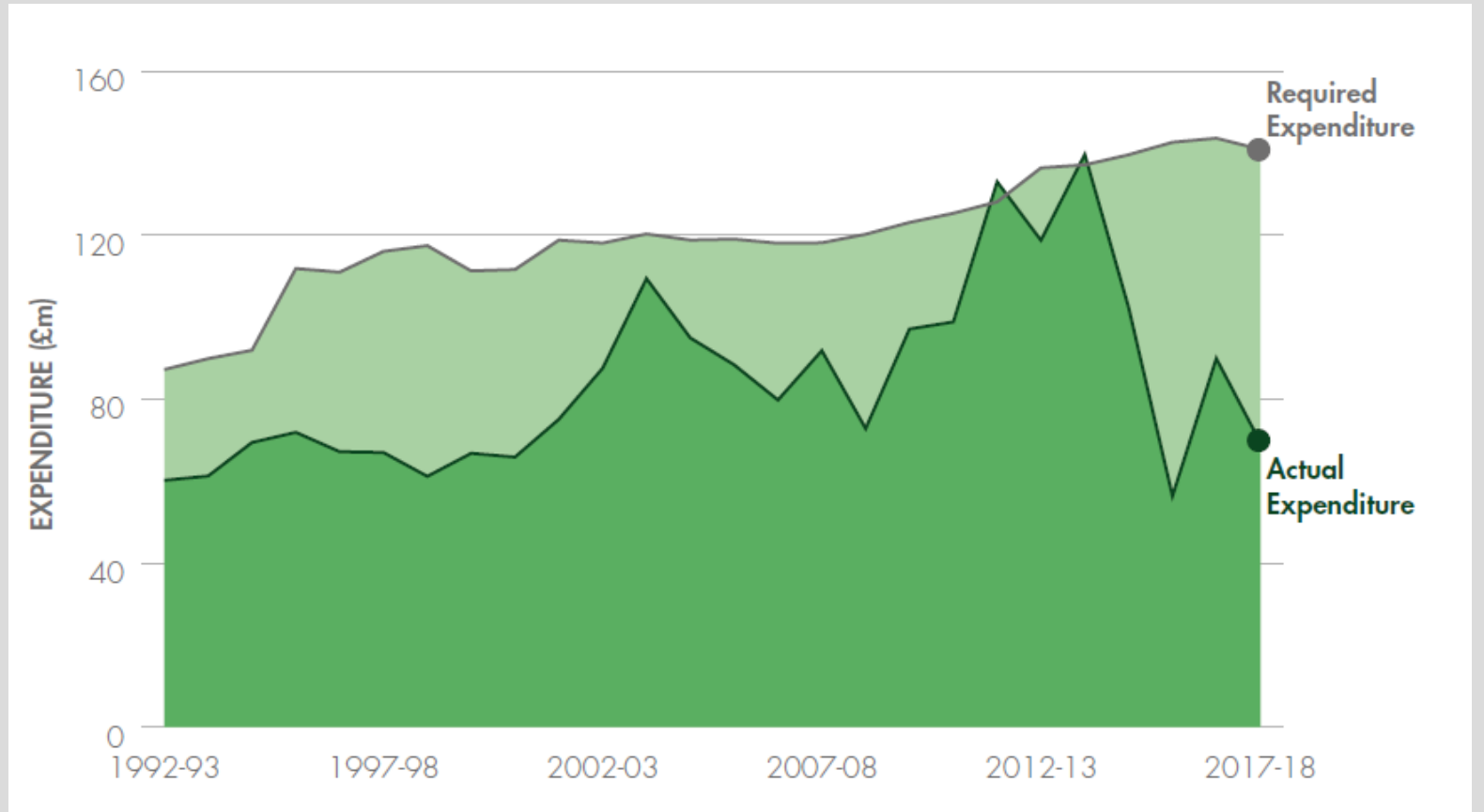
Strategic planning guidance

Transport policy

Transport mode over time



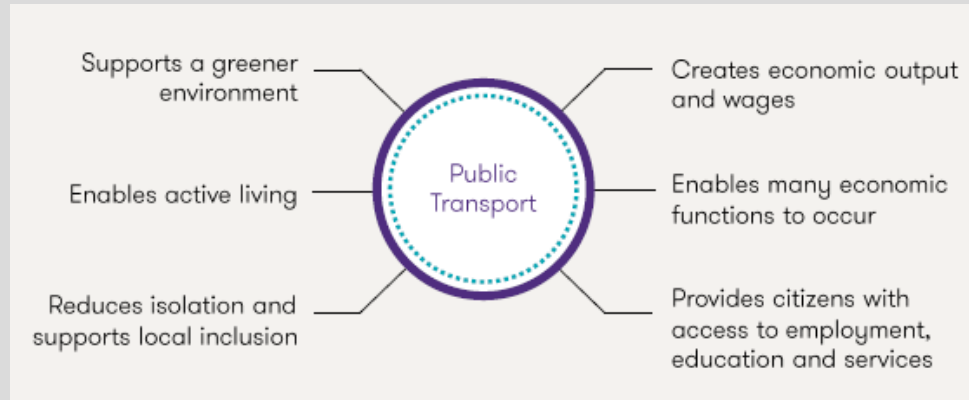
Structural Maintenance of the Road Network



Economic impact of Public Transport in Northern Ireland

Translink (NI) Limited

August 2019



£238 million turnover



£110 million in total direct gross value added



£88 million indirect & induced added value



Total economic impact

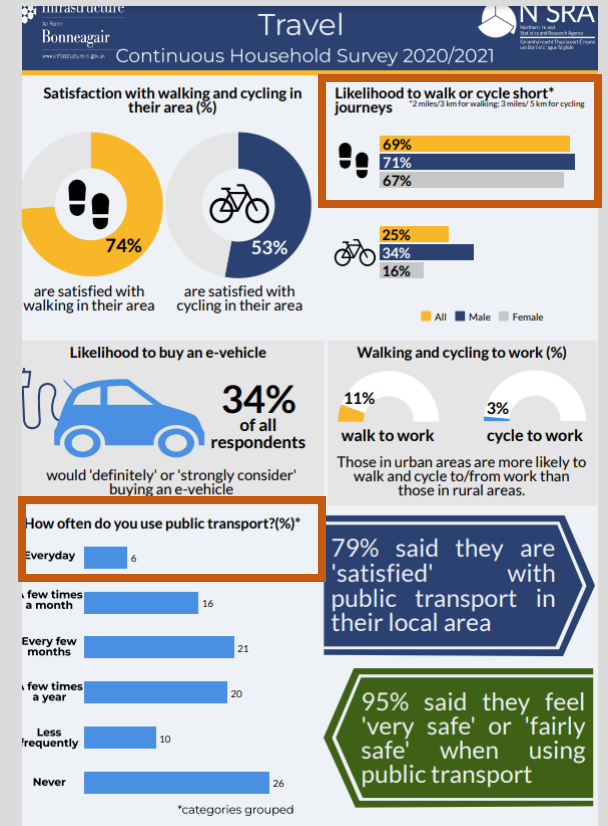
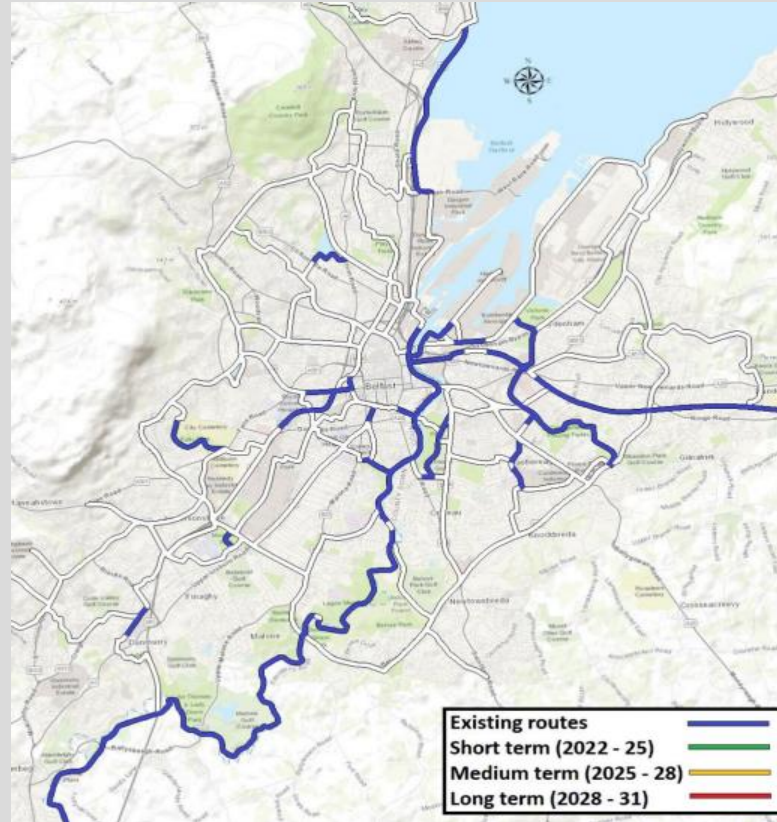
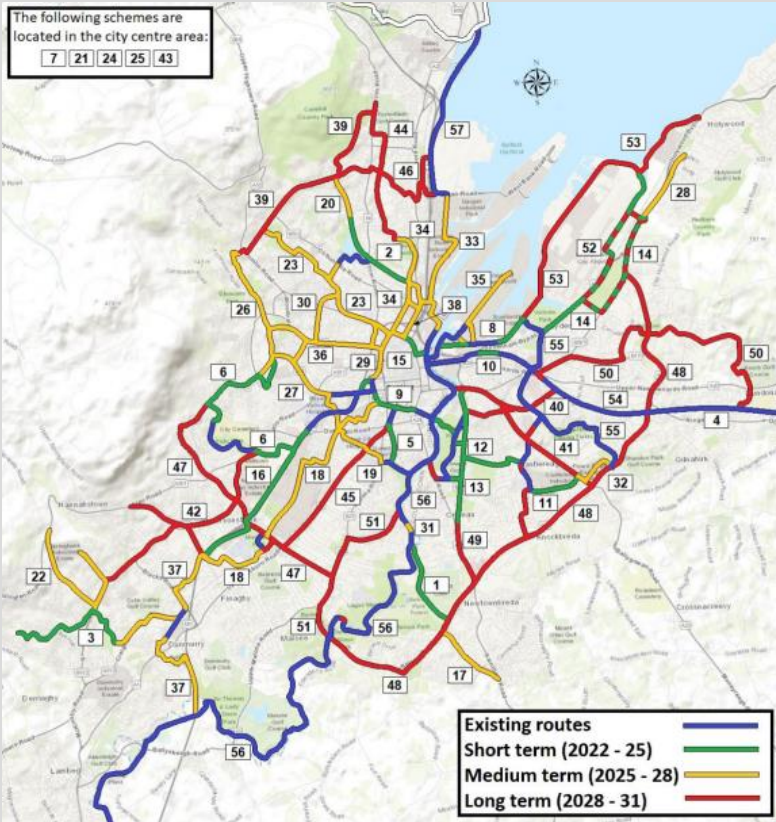
£198 million gross value added
6,300 jobs

Figure 6.2.12: Traffic congestion index, 2019



Figure 12: Proposed Development Masterplan





East Belfast Urban Village Strategy

- Bridge to North Belfast
- Linking Templemore Avenue to Sydenham Bypass
- Improved access to Titanic railway station
- Better bus-priority system to strengthen the benefits of the Glider *into* east Belfast
- New cycle greenway or 'superhighway' to connect the city centre and link with the Connswater and Comber Greenways



Connectivity

North Belfast Urban Village Strategy

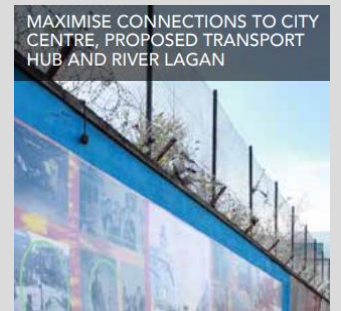
- Greater Ballysillan greenway network using its rivers and other natural features.
- Linking to local and wider employment
- Improving access to surrounding sport and leisure facilities
- Stronger physical and mental corridors



Natural assets

South Belfast Urban Village Strategy

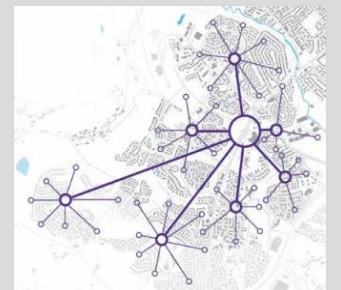
- Maximise connections to city centre, proposed Transport Hub and River Lagan
- Improve and increase green open spaces, linking them together
- Address imbalance of traffic and parking impacts on communities



Urban infrastructure

West Belfast Urban Village Strategy

- Transport network by capitalising on the Glider and community based feeder services
- Linking skills and employment opportunities and addressing physical barriers to work
- Safer routes and gateways, especially for walking within and outside the area



Internal linkages

Key challenges for the city

- The strategic importance of roads is well established
- Lock-in and investment dependency
- Roads based interests and underinvestment in public transport
- Alternatives in walking and cycling infrastructure slow to develop
- Community impacts and trust
- A radical shift in the policy agenda
 - The multiple value of reducing car use
 - An integrated sub-regional plan for transport
 - Investment led approach to multimodal shift
 - Recognise and value successful interventions
 - A fair investment framework for public transport

