



**BELFAST METROPOLITAN  
TRANSPORT PLAN**

**ATKINS**



Department for  
**Infrastructure**

An Roinn  
**Bonneagair**

Department für  
**Infrastruktur**

Member of the SNC-Lavalin Group

## Belfast Metropolitan Transport Plan 2035

Overview

28 June 2023

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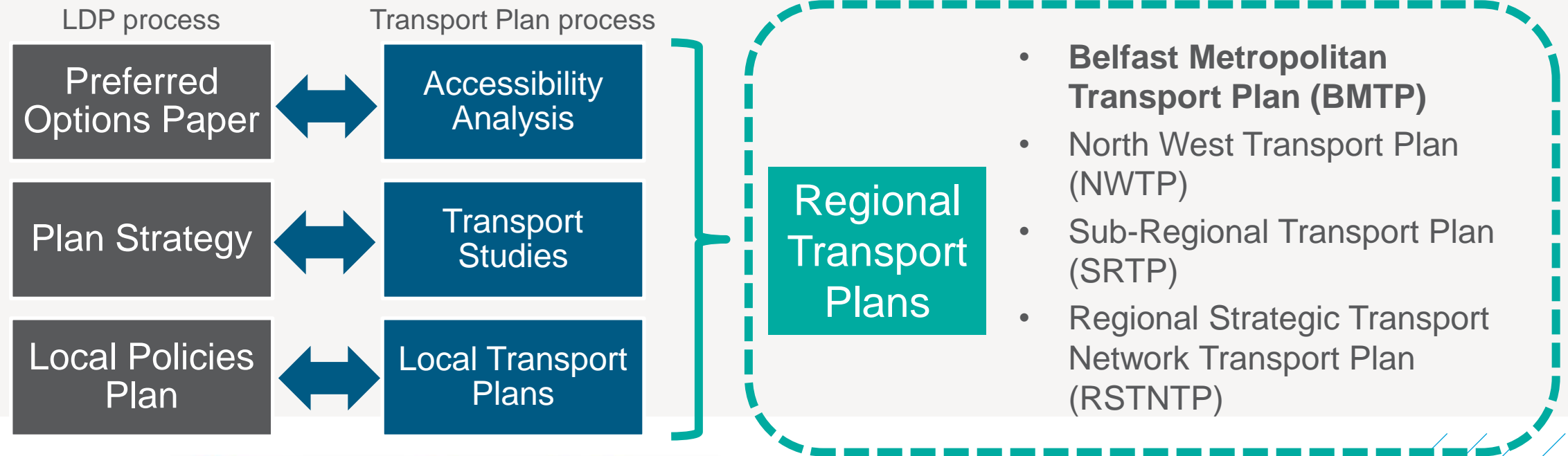


# BMTP Background

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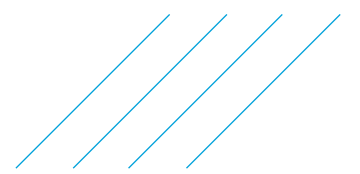
A new suite of Transport Plans is being prepared to set out the framework for transport policy and investment decisions up until 2035.

The Transport Planning process is being carried out in parallel with the Local Development Plan (LDP) Process.



# Doing Things Differently

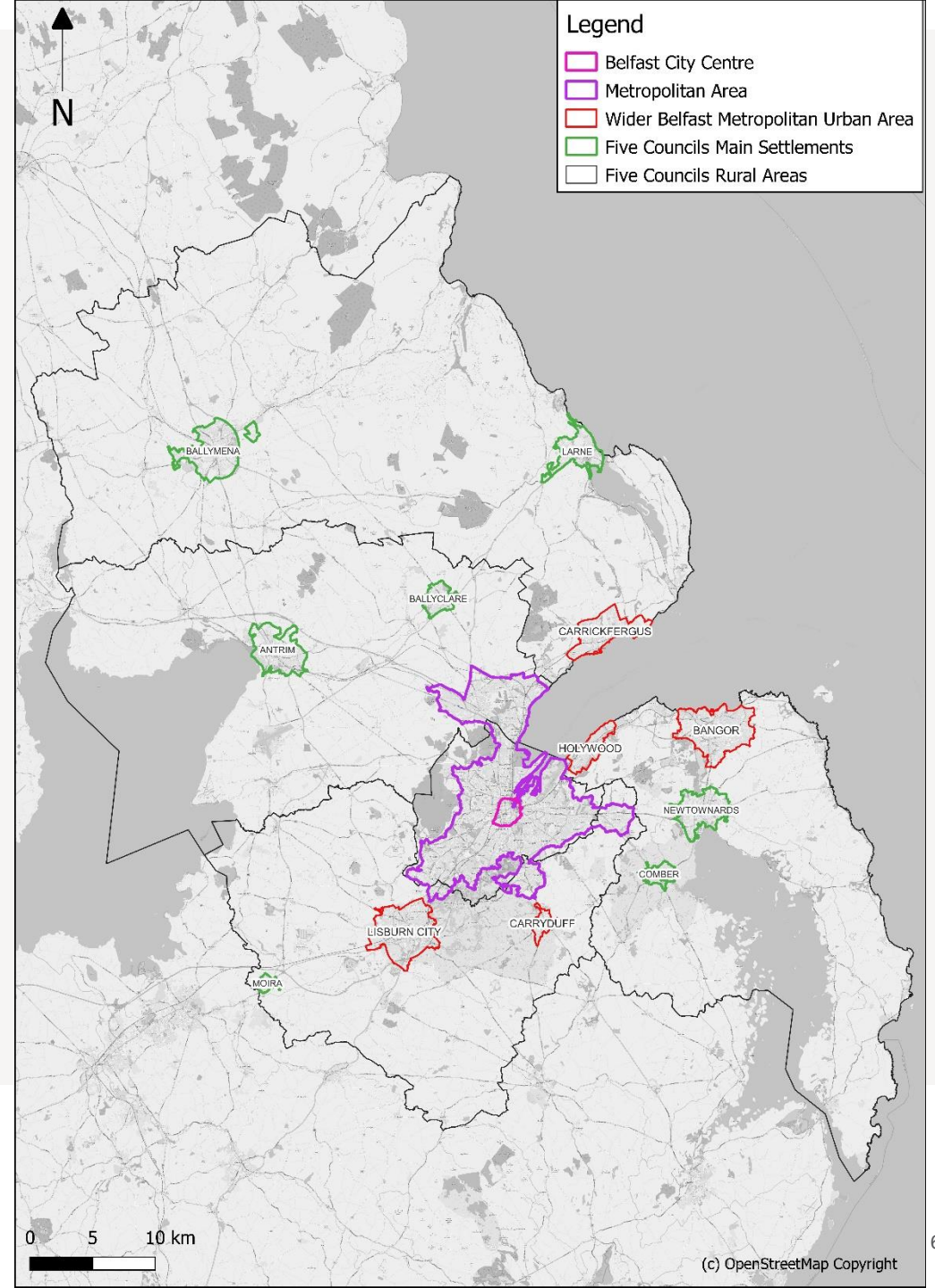
Climate Change - Societal Change - Energy Change - Constrained Budgets



# BMTP focus

The BMTP area covers:

- Antrim and Newtownabbey Borough Council (ANBC)
- Ards and North Down Borough Council (ANDBC)
- Belfast City Council (BCC)
- Lisburn and Castlereagh City Council (LCCC)
- Mid and East Antrim Borough Council (MEA)

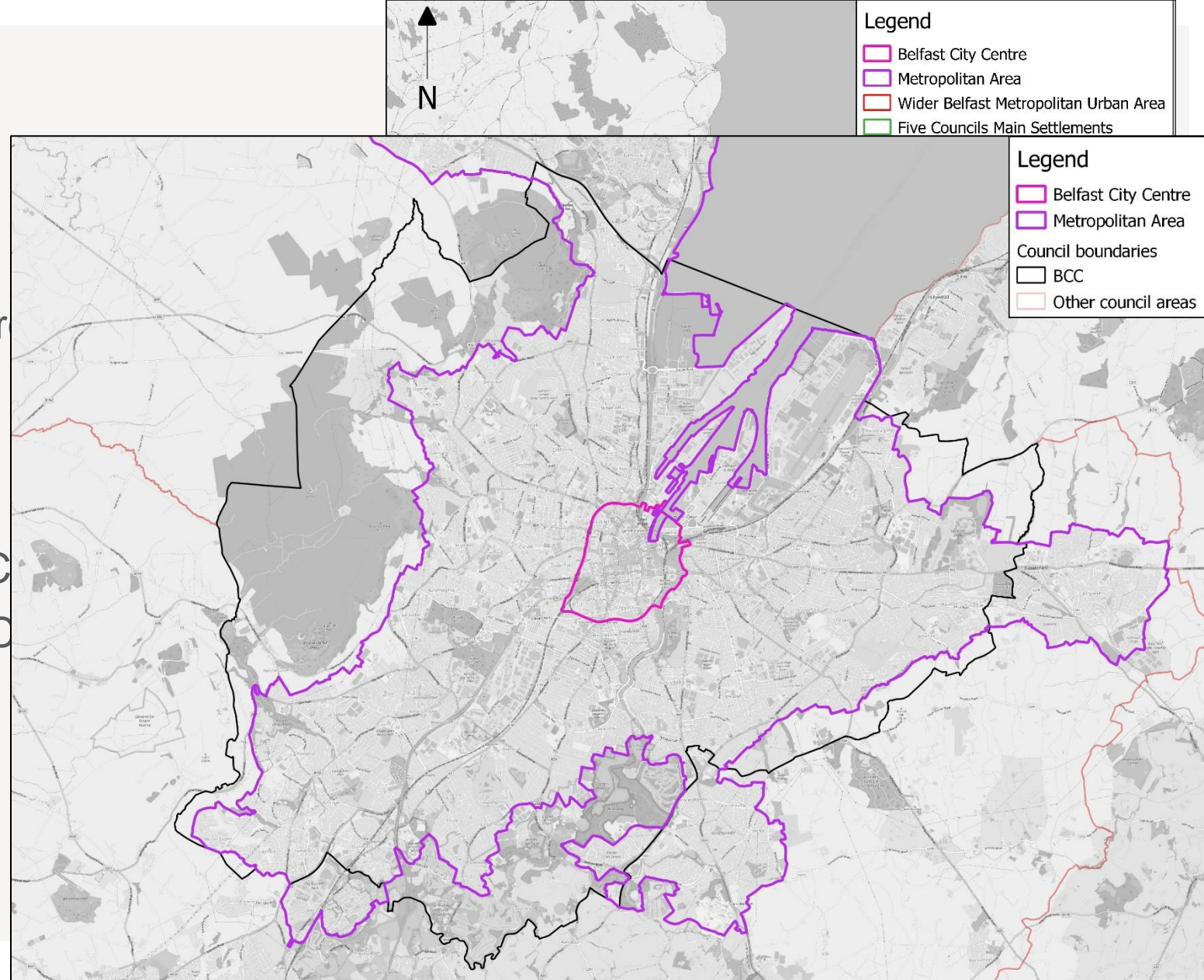




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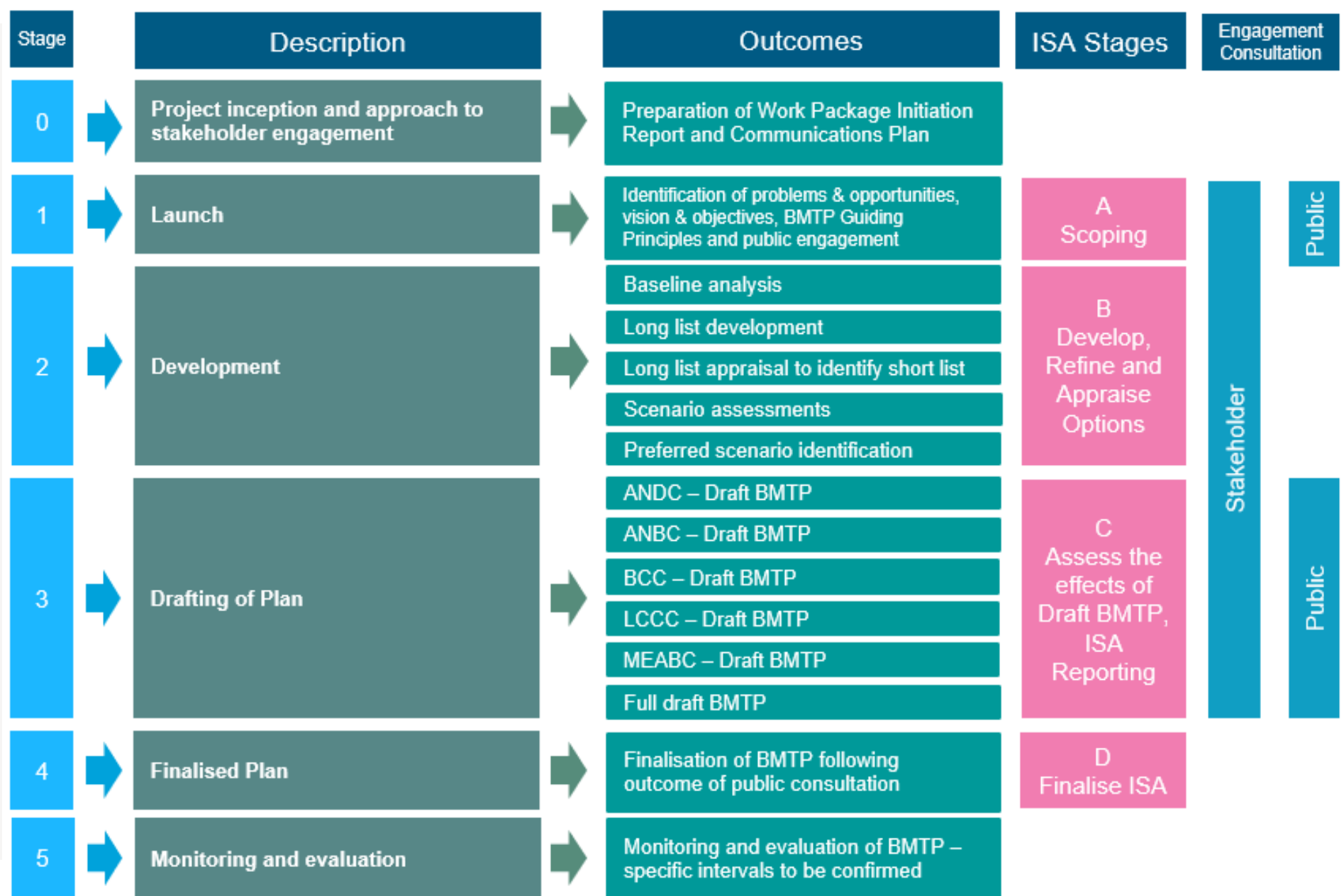


# Overview of approach



# Stages

- Five key stages
- Split into discrete:
  - Technical Tasks
  - Consultation / Engagement Stages
  - ISA Tasks



# Delivery timescales and phasing

# Delivery timescales and phasing

- The BMTP will be delivered in iterative phases, linked to the five council's LPP publication timescales
- The first draft BMTP will set out all of the key aspects associated with the transport network and local interventions for the Belfast City Council area and is anticipated for publication in 2024.
- Successive drafts will provide the evidence base the 'five councils' required to support their LDP LPP, with the final, complete BMTP anticipated for publication in 2026.



# BMTP Launch



# Launch purpose and content

First public engagement exercise will be undertaken in August.

The purpose is to:

- Raise awareness of the BMTP
- Ascertain the views and opinions of members of the public and stakeholders on the planned direction of the BMTP (draft Vision, Objectives and Guiding Principles)
- Gain insights into transport problems and opportunities for consideration during baselining and optioneering

Delivered online, hosted on dedicated DfI webpage, with views captured in an online survey. Offline materials will be available on request.





# Draft Vision, Objectives and Guiding Principles

# Drafting the Vision, Objectives and Guiding Principles for the Plan

## Context

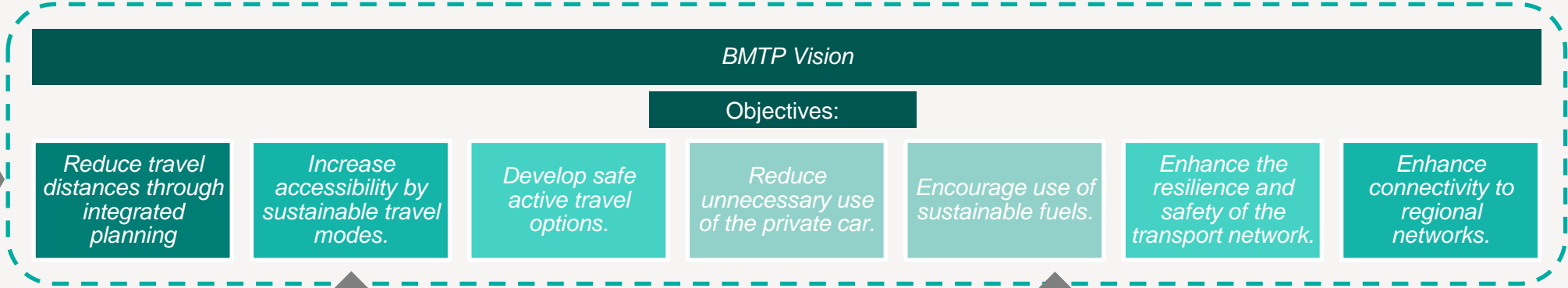
- Programme for Government
- Climate Change Act
- Climate Change Action Plan
- RDS
- RTS
- Time for Change
- BMTP 2015
- BMTP-TS
- Local Development Plan Draft Plan Strategies
- A Bolder Vision
- Evidenced problems and opportunities in the area



Informed



## BMTP 2035



Aligned with



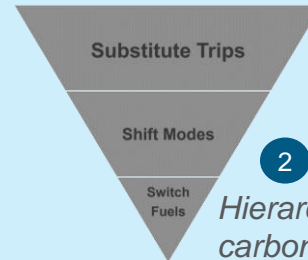
### Key overarching themes:

- Tackle climate change and protect the environment
- Drive sustainable economic growth
- Support healthy, safe and inclusive communities

## Key themes

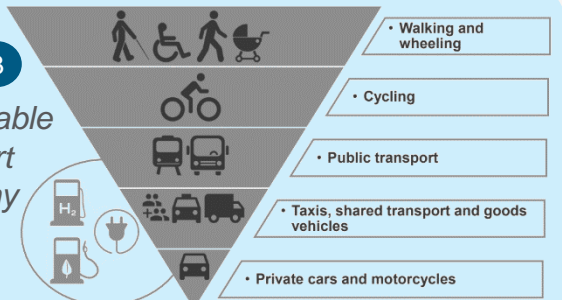
### Key pieces of guidance and legislation:

- 1 2050 – NI's emissions should be at least 100% lower than baseline for carbon dioxide



2 Hierarchy for reducing carbon from transport

3 Sustainable transport hierarchy



# Drafting the **Vision, Objectives** and Guiding Principles for the Plan

## Vision

Deliver an integrated Plan to enhance and re-balance transport networks in favour of sustainable, efficient modes, which connects communities creating an attractive, inclusive and safe economic region for all by delivering carbon reduction, improving air quality, enhancing the built and natural environment and facilitating healthy and sustainable travel choices over unnecessary private car travel.

## Objectives

Reduce travel distances by promoting safe, inclusive and connected neighbourhoods, supported by integrated planning.

Deliver a reduction in carbon emissions by increasing accessibility for all to jobs, services and recreation by sustainable travel modes.

Promote healthy and inclusive communities by developing safe active travel options that respect the local built and natural environment.

Reduce unnecessary use of the private car by implementing effective demand management measures.

Improve air quality and the environment by encouraging the use of sustainable modes and vehicles which utilise sustainable fuels.

Enhance the resilience and safety of the transport network to support the economy and meet the challenges of climate change.

Support the efficient, sustainable movement of goods and people and enhance connectivity to regional networks including access to ports and airports.



# Drafting the Vision, Objectives and Guiding Principles for the Plan

	Category	Definition
Place	People places	Neighbourhood areas including residential streets that prioritise active travel
	Traffic free routes	Traffic-free transport route facilitating active travel connections, including along greenways and blueways
	People and movement places	Mixed use places that serve the local community
	City and town centres	Destination people places that also facilitate high volumes of access movements
Movement	Connecting movement routes	Routes that facilitate connecting movement into urban areas
	Quality mass movement routes	Routes that facilitate high volume movement into urban areas, focused on public transport
	Strategic movement routes	Routes that facilitate movement between the local and regional strategic network

### Routes that facilitate connecting movement into urban areas

- ✓ Traffic speeds max 30mph
- ✓ Max 1 lane of general traffic in each direction
- ✓ Cycle lanes / priority where needed
- ✓ High quality bus lanes in both directions (where possible)
- ✓ Accessible bus waiting facilities
- ✓ Limited on-street parking provision
- ✓ High quality pedestrian space and suitable crossing facilities where required
- ✓ Carefully planned provisions for loading and unloading

Walking & wheeling  
Cycling  
Bus  
Car

Real world examples:

A distributor road in Amsterdam

A distributor road in Stockholm

Connecting movement places

### Routes that facilitate high volume movement into urban areas, focused on public transport

- ✓ Traffic speeds of max 30mph
- ✓ Max 1 lane of general traffic in each direction
- ✓ High quality bus lanes in both directions
- ✓ Accessible bus and P&R waiting facilities
- ✓ Cycle lanes / priority where needed
- ✓ Carefully managed on-street parking
- ✓ High quality pedestrian space and suitable crossing facilities
- ✓ Loading and unloading restrictions

Bus  
W&W  
Cycling  
Car

Real world examples:

Glider facilities in Belfast

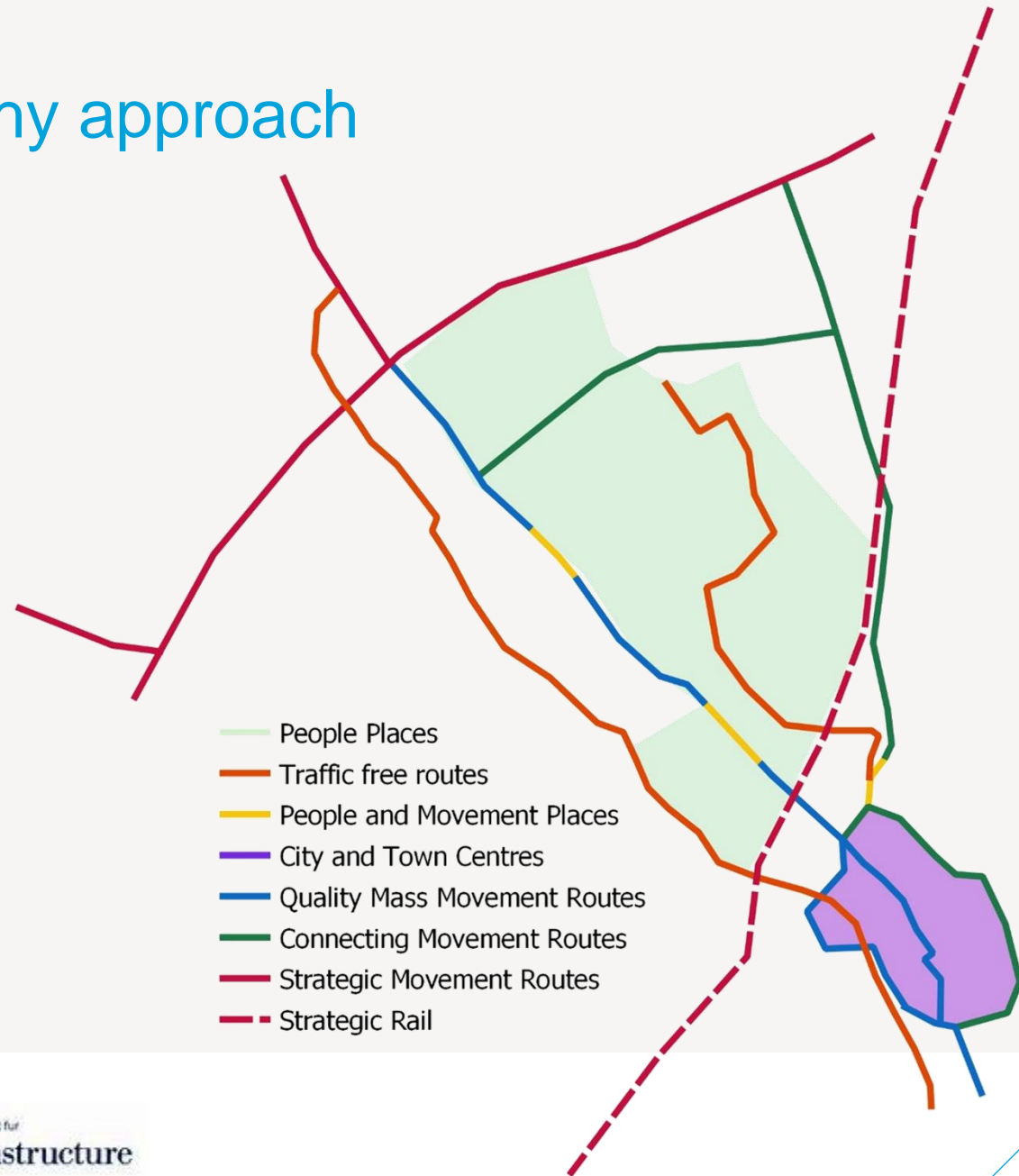
Bus priority in London

Quality mass movement routes

# Transport network hierarchy approach

The seven guiding principle categories will be applied to the transport network across the BMTP area in order to identify priorities by travel mode and geography.

It will also assist decision makers in terms of which modal intervention shall be prioritised on which elements of the transport network.





# Ongoing work

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- Preparing for public Launch exercise, planned for mid-summer.
- Ongoing technical baselining and optioneering, currently focused on Belfast city centre and wider Metropolitan Area.
- Ongoing stakeholder engagement.
- Planned publication of draft BMTP to support BCC's LPP in 2024.

