

Appendix 1 Draft Response

The Council generally supports the initial measures in relation to sustainable transport options for the city centre. The Council welcomes measures to reduce the amount of through traffic using the city centre, with increased priority given to pedestrians and for public transport.

However, the Council does not endorse the longer-term proposal for the completion of the southern section of the City Centre Ring (Bankmore Link). Further consideration should be given to sustainable transport options such as the implementation of Rapid Transit, park & ride schemes and expansion of Quality Bus Corridors prior to building new road infrastructure.

The clarification of details regarding the hours of operation for city centre bus lanes and the relationship to sourcing/maintenance by council and other operators is required.

Parking and moving traffic offences in the city centre

Effective enforcement of bus lanes will be critical to ensure the benefits of dedicated provision and changed priority etc. The current arrangements whereby the Police Service for Northern Ireland has responsibility for enforcing moving traffic offences with DRD responsible for parking offences may undermine the potential for coordinated action and effective management.

The decriminalisation of moving traffic offences with single responsibility could ensure more effective enforcement of moving traffic offences in order to contribute to improvements in traffic management and road safety. Parallel action may be appropriate to address this issue.

Waste Collection and Street Cleansing issues

The Council's waste collection vehicles need to stop frequently along the carriageway the city centre in order to empty bins and collect waste. The refuse vehicles require full access in close proximity to where the bins or waste facilities are located as it not feasible, or safe to move large bins across roads in busy city centre traffic locations. Provision for waste collection vehicles to stop in the bus lanes for short periods to allow Council operatives to undertake statutory waste management functions should be included within design and enforcement regimes.

Council operations in the City Centre also require vehicular movements in all streets and any proposals to pedestrianise areas or restrict traffic should ensure access is maintained for Council vehicles including mechanical street sweeping vehicles.

St Georges Market

The traffic management proposals should ensure that market traders retain access to St George's Market to allow for unloading and loading of produce.

Disabled Access

The sustainable transport measures must be linked to the implementation plan of the Department for Social Development, Access and Mobility Study to ensure that the disabled community is not disadvantaged in accessing city centre services.

Air Quality

The Council recognises that technical solutions to improving poor air quality are achievable through the reduction of the amount of traffic in the city centre, combined with measures to remove the most polluting vehicles from our roads and/or to keep them out

of the city centre. Measures that promote the use of (clean) public transport, together with those that support low impact transportation such as cycling and walking assist in the improvement of the city centre environment. In relation to air quality, the Council would support the scheme to introduce 'Sustainable Transport Enabling Measures' in the city centre and it considers that there is the potential for positive outcomes in relation to air quality should this proposal be implemented. The Council would request that air quality issues are considered at all stages as part of the detailed planning process for this proposal and that the Council is kept informed on predicted impacts, particularly in relation to ambient levels of nitrogen dioxide and particulate matter at relevant monitoring locations.

Longer Term proposals

The longer term proposals are also outlined in the consultation document which includes the proposal for the Bankmore link between Cromac Street and Hope Street, an issue that has previously been considered by the Council.

The proposals for the full pedestrianisation of Donegall Place and the creation of an iconic square linking into the City Hall are part of Streets Ahead Phase 2 proposals. The Department states that to enable Phase II works to go ahead, it will require extensive public realm improvements to the local street network and the removal of through traffic from the front and back of the City Hall. DSD propose that this displaced traffic is accommodated by completing the city centre ring road linking Durham Street to Cromac Street identified in draft BMAP as the Bankmore Link proposal.

Whilst the Council would support pedestrianisation of Donegall Place and an improved public realm setting for city hall as suggested in the Streets Ahead Phase 2, there would be concerns in relation to the Bankmore Link proposal as a mechanism to facilitate it. Further consideration should be given to sustainable transport options such as the implementation of Rapid Transit, park & ride schemes and expansion of Quality Bus Corridors prior to building new road infrastructure.

Appendix 2 – Summary of Sustainable Transport Measures and DRD Leaflet

Belfast on the Move – Transport Masterplan for Belfast City Centre
Summary of Short Term Proposals

Street	Current access - 2 Way/ 1 Way/ Restricted Access	Access Changed to	Bus/Cycle Lane	New Pedestrian Crossings/ Cycle Priority Areas
Adelaide Street	1 Way southbound	<ul style="list-style-type: none"> • 2 Way from Donegal Square South to Franklin St junction • 1 way southbound from Franklin St junction to Ormeau Ave • May St/ Donegall Square/ Adelaide St junction – movement from Donegall Square East to Adelaide St restricted to bus only to reduce through traffic movements to the city centre 	2 bus halts	<ul style="list-style-type: none"> • Cycle priority area at Donegall Square junction.
Alfred Street	1 way southbound to Franklin St junction 2 way Franklin St to Ormeau Ave	<ul style="list-style-type: none"> • 1 way northbound (to remove need for left turn manoeuvre over bus lane from May St to Alfred St) • Alfred St/May St/Upper Arthur St - fully signal controlled junction with crossings on 3 arms for pedestrian priority and highway safety 	Cycle lane northbound from Franklin St junction	
Ann Street	Restricted access	No change		
Arthur Lane	1 way eastbound	No change		
Bedford Street	2 way	No change		<ul style="list-style-type: none"> • Cycle priority area leading onto Howard St

Bruce Street	1 Way	No change		
Brunswick Street	2 way from Howard junction to Franklin junction then 1 way	No change		<ul style="list-style-type: none"> • Cycle priority west side of the street at Brunswick/ Howard junction
Castle Place	2 way Restricted access	Restricted access	Bus Halts	<ul style="list-style-type: none"> • Cycle priority area at Donegall Place/Royal Avenue junction
Castle Street	2 way, but currently temporary 1 way order	<ul style="list-style-type: none"> • Access restricted from Fountain St junction to Donegall Place/Royal Ave • 2 way from Fountain St to Queen St junction. • 1 way westbound from Queen St junction to King St 	<ul style="list-style-type: none"> • Cycle lane eastbound Queen St to King St junction 	<ul style="list-style-type: none"> • 1 cycle priority area at King St junction • 1 cycle priority area at Queen St junction and 1 at Donegall Place junction
Chichester Street	1 way eastbound Access now restricted through Courts Lwer Chichester St	No change	<ul style="list-style-type: none"> • Bus lane, bus stop and taxi rank retained. • Bus gate added to improve bus priority. • Proposed rapid transit stop. 	<ul style="list-style-type: none"> • Cycle priority area at Seymour St junction and 1 at Victoria St junction

College Square East/College Avenue	2 Way	No change	<ul style="list-style-type: none"> • Bus lane southbound on College Avenue. • Bus lane southbound on College Square East 	<ul style="list-style-type: none"> • 4 cycle priority areas on College Square East • 1 toucan crossing on College Square East, 1 on College Avenue. • 2 cycle priority areas on College Avenue
College Square North	2 Way	1 Way eastbound	<ul style="list-style-type: none"> • Partial on road cycle lane eastbound • Continuous off road cycle lane 	<ul style="list-style-type: none"> • 2 cycle priority areas at College Square East Junction
Cromac Street	2 way	No change		Cycle priority area at Victoria Street junction.
Divis Street	2 Way	No change		
Donegall Place	Restricted access – 2 way traffic	Restricted access	<ul style="list-style-type: none"> • Permitted buses and access only south bound only 	<ul style="list-style-type: none"> • Improved pedestrian priority
Donegall Quay	1 way southbound	No change		<ul style="list-style-type: none"> • Cycle priority area at junction of Queens Bridge • Off road cycle lane
Donegall Square East	1 way southbound	Remains 1 way southbound reduced to 1 lane for general traffic	<ul style="list-style-type: none"> • Bus lane & bus halts 	<ul style="list-style-type: none"> • 2 cycle priority areas at end of Donegall Square East
Donegall Square North	1 way eastbound	1 way east bound 3 lanes reduced to 2 lanes for general traffic	Bus lane & lay bys	<ul style="list-style-type: none"> • Donegall Square/ Chichester St junction – taxi rank retained with formalised public realm to improve pedestrian priority and safety. • Taxi rank along Donegall

				<p>Square North also retained.</p> <ul style="list-style-type: none"> • Cycle priority area near Donegal Place junction.
Donegal Square South	1 way westbound	1 way westbound reduced to 2 lanes for general traffic	<ul style="list-style-type: none"> • Bus lane • Cycle lane west from Linen Hall St to Bedford St junction 	<ul style="list-style-type: none"> • Cycle priority areas at Bedford St junction, also at Linen Hall St junction
Donegal Square West	1 way northbound restricted access	No change	<ul style="list-style-type: none"> • Bus lane & bus halts 	<ul style="list-style-type: none"> • Donegal Square/ Bedford Street/ Howard Street – simplified controlled pedestrian crossings to improve pedestrian priority
Durham Street	2 Way	<ul style="list-style-type: none"> • 1 way northbound from Grosvenor Rd • Traffic diverted north via Durham St 	<ul style="list-style-type: none"> • On road cycle lane in both directions from Grosvenor Rd junction to Albert St Junction. 	<ul style="list-style-type: none"> • Cycle priority area at Albert St junction
East Bridge Street	2 way	No change		
Fisherwick Place	2 Way	No change	<ul style="list-style-type: none"> • Bus lane northbound 	<ul style="list-style-type: none"> • Cycle priority area at junctions on Fisherwick Place
Glengall Street	1 way east bound from bus depot	No Change	<ul style="list-style-type: none"> • Partial on road cycle lane eastbound from bus depot entrance 	
Gloucester Street	2 way	No change		
Great Victoria Street	1 way from Shaftesbury Square to Bruce St/Hope	<ul style="list-style-type: none"> • No change • Howard Street/ Great Victoria Street/Fisherwick Place – bus and general traffic can turn right at the 	<ul style="list-style-type: none"> • Bus lane northbound. • On road cycle lane from Glengall Street junction northbound. 	<ul style="list-style-type: none"> • Cycle priority area at Howard Street junction

	St junction, 2 Way from Bruce Street Junction to Howard St	same time to improve junction capacity		
Grosvenor Road	2 Way	<ul style="list-style-type: none"> • 1 way westbound Gt Victoria St to Durham St junction • 2 Way from Durham St Junction • Grosvenor Rd/ Durham St junction layout allows traffic from Grosvenor Rd (west) and Grosvenor Rd (east) to turn into Durham St (north) during the same traffic signal stage 	<ul style="list-style-type: none"> • Bus Lane west bound Gt Victoria St junction to 50m from Durham St junction. • On road cycle lane westbound from Durham St to Gt Victoria St. • Off road cycle lane from Falls Rd to Durham St junction connecting to on road cycle lane on Durham St 	<ul style="list-style-type: none"> • 5 toucan crossings at Grosvenor/ Durham junction
High Street	2 way	<ul style="list-style-type: none"> • Restricted access Lombard St to Bridge street junction • 2 Way from Bridge St to Victoria St 	<ul style="list-style-type: none"> • Bus lane both ways Bridge St to Victoria St • Cycle lane eastbound after Skipper Street 	<ul style="list-style-type: none"> • Cycle priority area at Victoria St junction and 1 at Bridge St junction
Hope Street	1 Way	No change		
Howard Street	1 way westbound	<p>1 way westbound remains</p> <ul style="list-style-type: none"> • 4 lanes for all traffic reduced to 2 from Donegal Square West to Upper Queen St junction • 4 lanes for all traffic reduced to 3 Upper Queen St to Gt Victoria St 	<ul style="list-style-type: none"> • Continuous bus lane & bus lay bys included to improve general traffic operation • Partial on road cycle lane on south side Donegal Square West to Upper Queen St junction 	<ul style="list-style-type: none"> • Toucan crossing at Brunswick/Upper Queen Street junction
Linen Hall Street	2 way	1 way northbound Donegal Sq Mews to Donegal Sq South		<ul style="list-style-type: none"> • Cycle priority area at Donegall Square South junction

May Street	1 Way westbound	<ul style="list-style-type: none"> • No change • 4 lanes reduced to 2 for general traffic 	<ul style="list-style-type: none"> • Bus lane • Proposed Rapid Transit stops at Verner St junction and Alfred St Junction • Oxford Street/ May Street junction – 2 right turn lanes, near side general traffic lane and offside bus lane • Layout allows tracking of HGV and articulated bus turning simultaneously. 	<ul style="list-style-type: none"> • Cycle priority areas near Montgomery Street junction and 1 near Upper Arthur Street junction
Montgomery Street	2 way from Gloucester St to Chichester St junction, 1 way southbound from Gloucester St to May St	No change		May Street/ Joy Street/ Montgomery Street junction fully signal controlled junction with crossings on 3 arms for pedestrian priority and highway safety.
Music Hall Lane	2 way	No change		
Oxford Street	1 way southbound	No change	<ul style="list-style-type: none"> • Bus lane from Ann St to May St and bus priority improvements incorporated • Bus gate to allow buses to manoeuvre into correct lane. 	<ul style="list-style-type: none"> • Cycle priority area at May Street junction • Toucan crossing at Ann St junction and Lwer Chichester Street • Off road cycle lane to Lanyon Quay
Queen Elizabeth Bridge	1 way eastbound	No change	<ul style="list-style-type: none"> • Bus lane 	<ul style="list-style-type: none"> • Off road cycle lane

Queen Street	<ul style="list-style-type: none"> • 2 way 	<ul style="list-style-type: none"> • 1 way northbound, thus left turn required 	<ul style="list-style-type: none"> • Bus Halts /Laybys • Partial bus lane northbound from junction with college St to 36m from Castle St 	<ul style="list-style-type: none"> • 1 toucan crossing at Wellington Place Junction • 1 cycle/ pedestrian priority area at Castle St Junction
Queen's Bridge	1 way westbound	No change	<ul style="list-style-type: none"> • Bus lane to Oxford St junction • Queen's Bridge/ Oxford Street – bus gate to provide bus priority at junction whilst making efficient use of available space 	Toucan crossing at Oxford Street junction and 1 at Ann Street Junction
Queen's Square	1 way eastbound	<ul style="list-style-type: none"> • 2 way bus movements from Princes St to Victoria St 	<ul style="list-style-type: none"> • Bus Lane westbound on Queen's Square from bus station entrance to Victoria St • Rapid Transit Halt 	
Sandy Row	2 Way	No change		
Seymour Street	<ul style="list-style-type: none"> • 1 way southbound south of Gloucester St junction. • Northbound north of Gloucester St junction. 	No change		
Upper Arthur Street	1 way northbound	No change	<ul style="list-style-type: none"> • Cycle Lane 	
Upper Queen Street	<ul style="list-style-type: none"> • 2 way 	No change	<ul style="list-style-type: none"> • Bus Halts/ Laybys • Bus lane northbound from Wellington Place to College St 	<ul style="list-style-type: none"> • 1 toucan crossings at Howard St Junction • Cycle priority west side of the street at Upper Queen St/Wellington Place junction

Victoria Street	1 way northbound	No change	<ul style="list-style-type: none"> • Bus lane from Chichester St junction to High St junction 	<ul style="list-style-type: none"> • Toucan crossing at May St junction and Chichester St junction. • Cycle priority area at May St junction, Chichester St junction/ Ann St junction and High St junction.
Wellington Place	1 way eastbound 3 lanes for all traffic	<ul style="list-style-type: none"> • 1 way eastbound • 2 lanes public transport only and 1 lane for general traffic 	<ul style="list-style-type: none"> • continuous bus lane eastbound • Bus halts / laybys • Proposed Rapid Transit Stop at Fountain St Junction • College Square/ Wellington Place junction – bus gate provided to remove conflict with right turning general traffic 	<ul style="list-style-type: none"> • Wellington Place/ Donegall Square Junction – improved pedestrian crossing over Donegall Square West to improve pedestrian priority and safety

BELFAST ON THE MOVE Transport Masterplan for Belfast City Centre



Sustainable Transport Enabling Measures

Public Consultation
30th September 2010 -
30th November 2010

Introduction

A thriving city centre needs a high quality transport system. In Belfast, DRD therefore proposes to develop a sustainable transport system to serve the central area. This will be focused on improved public transport services, better facilities for walking and cycling and a reduction in the dominance of travel by private car.

To achieve this, it will be necessary to make significant changes to the road layout and traffic management arrangements in the city centre over a period of time.

The Masterplan identifies existing problems and sets out proposals for the phased delivery of an efficient and sustainable transport system in the city centre.

The Department proposes to introduce **Sustainable Transport Enabling Measures** in the city centre and details of the proposals are shown overleaf.



The main aim of the proposals is to reorganise traffic management within Belfast city centre to facilitate the reduction in general traffic levels and encourage walking, cycling and public transport use. Phase 1 of the DSD Streets Ahead Enabling Measures process is underway for Donegall Place.

Longer Term Proposals

Rapid Transit

Rapid Transit will take public transport in Belfast to a higher level, expecting to attract over 5.5 million passengers per year.

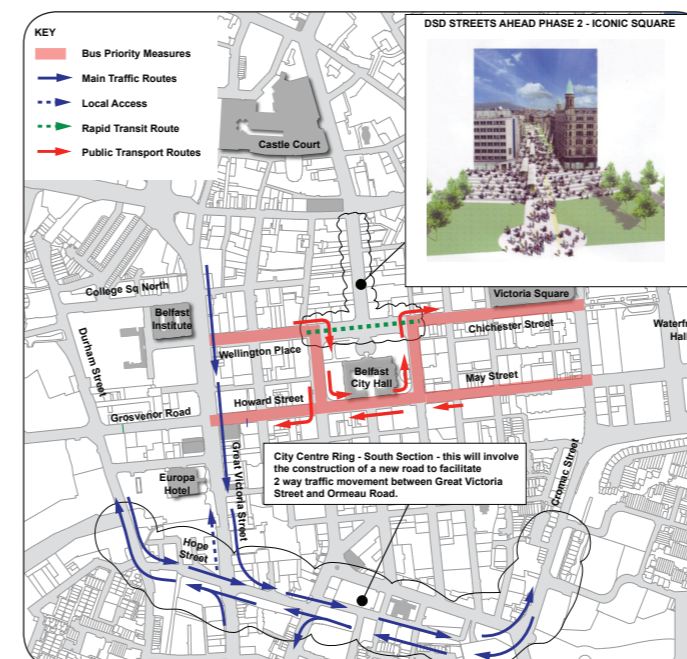
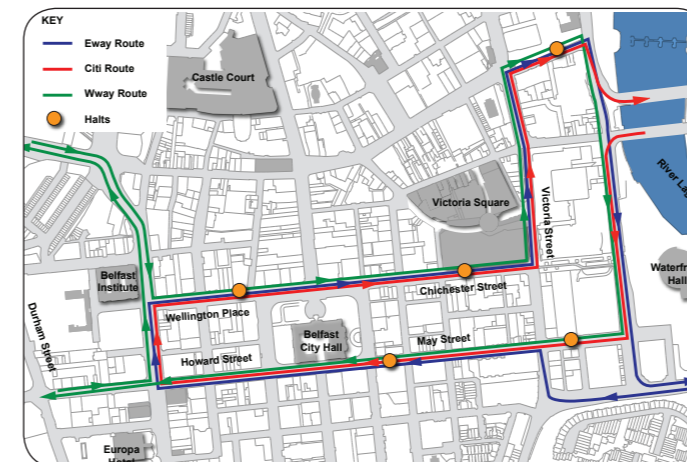
Proposals are currently being developed by DRD's Rapid Transit Division to deliver a rapid transit system for Belfast initially connecting the City Centre with Titanic Quarter, East and West Belfast.

The Sustainable Transport Enabling Measures will facilitate a circulatory routing pattern for future Rapid Transit services in the city centre which will allow interchange at 5 common Rapid Transit halts as shown opposite.

Streets Ahead Enabling Measures Phase 2

The next phase of DSD's Streets Ahead project is focused on the full pedestrianisation of Donegall Place and the creation of an iconic square linking it to the City Hall. This will involve extensive public realm improvements to the local street network and the removal of through traffic from the front and back of the City Hall.

This will significantly reduce the road capacity for traffic travelling east to west and west to east across the city centre. It is planned that displaced traffic is accommodated by completing the City Centre Ring Road linking Durham Street to Cromac Street on the south side of the city centre, as shown opposite.



Your views are important to us

DRD is seeking the views of the general public and others that live, work, shop and have businesses in the city centre on these proposals.

Comments can be made up to the end of the consultation period on 30th November 2010, in the following way:

By writing to:

**Department for Regional
Development, Roads Service
Eastern Division
Hydebank
4 Hospital Road
BELFAST
BT8 8JL**

Telephone: 028 90253170

Fax: 028 90253345

By email to:

traffic.masterplan@drdni.gov.uk

and

Via the Feedback Sheet on the
Departments web site at

www.roadsni.gov.uk/index/belfast_on_the_move.htm

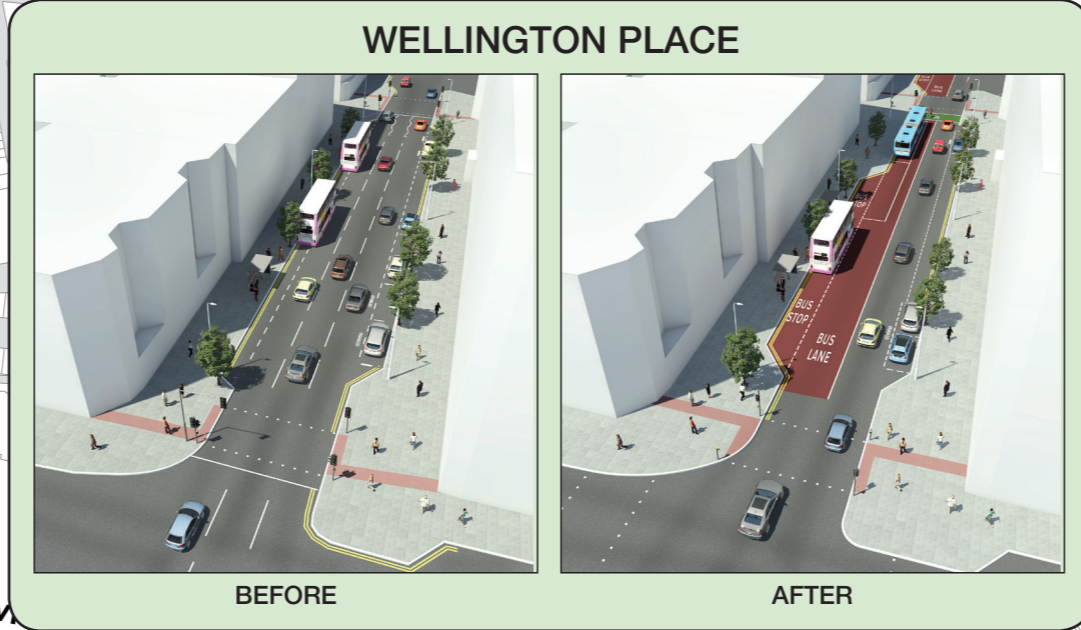
Further details, including copies of the exhibition panels, information leaflet and some additional background information are also available on the website.

All comments received from the public consultation will help inform the decision making process. There will be further opportunities for you to comment at subsequent stages of the project as it progresses. Proposals will be progressed through the formal statutory processes with Traffic Regulation Orders.

Should you require any of the information in an accessible format, e.g. Braille, audio CD, large print, or minority ethnic language please contact the Roads Service office above.

KEY

- Bus Lanes
- On Carriageway Cycle Lane
- Off Carriageway Cycle Lane
- Location of Future Rapid Transit Halts
- Changes to traffic flows
- Restricted Access



THE MAIN ELEMENTS OF THESE MEASURES INCLUDE:

- The redistribution of existing roadspace to provide extensive bus priority measures for use by all public transport vehicles, taxis and cyclists
- The re-routing of northbound 'through' traffic from Great Victoria Street onto Hope Street and Durham Street, with southbound traffic continuing to use Great Victoria Street to create a western gyratory system.
- The proposals would facilitate the delivery of:
 - Over 2.6km of new bus lanes which will also accommodate cyclists and taxis;
 - 1.3km of new dedicated cycle lanes;
 - 20 new controlled pedestrian crossing points;
 - Approximately 390m of new dedicated service bays;

TRAFFIC MANAGEMENT ON WEST SIDE OF CITY CENTRE

- Hope Street becomes two-way
- Northbound traffic diverted via Durham Street
- Southbound traffic continues on Great Victoria Street
- Durham Street becomes one-way northbound
- Grosvenor Road becomes one-way westbound
- College Square North becomes one-way eastbound
- Southbound 'rat-run' on Barrack Street discouraged

Sustainable Transport Enabling Measures

