



Subject:	City Recovery - Transportation Issues
Date:	28 November 2018
Reporting Officer:	Cathy Reynolds, City Regeneration & Development Lead Officer
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Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	At its meeting on 14 November 2018, members of the Strategic Policy and Resources Committee agreed that a special meeting on transportation issues in the City centre be arranged to which representatives of the Department for Infrastructure, Translink and the Police Service of Northern Ireland would be invited to attend.
2.0	Recommendations
2.1	The Committee is asked to note the contents of this report and that representatives of DfI, Translink and PSNI are to be in attendance at Committee to discuss transportation issues in the city centre following the recent Bank Buildings fire.
3.0	Main report

3.1	<p>Members will be aware of the ongoing transportation and vehicular/access issues in city centre post Bank Buildings. Since the Bank Buildings fire on the 28th August Castle Place Junction has been closed to vehicular and pedestrian traffic. As a major thoroughfare with the city centre, and a vital logistical link for pedestrian connectivity, deliveries, city servicing and public transportation the closure of this junction has had a significant impact on the operation of the city.</p>
3.2	<p>Works are continuing on the conservation led demolition of Bank Buildings and Commonwealth House is due to open to the public (as a Primark store) on the 8th December. As such traffic, in particular construction traffic, has increased significantly in the area.</p>
3.3	<p>Local traders across the cordon perimeter are continuously engaged by all statutory bodies to minimise the impact, however the effects of the cordon are still experienced across the city centre. Areas to the east of the cordon have experienced increased footfall, while areas to the west of the cordon continues to experience reduced footfall. A significant factor to this is the relocation of bus services. Measures are in place through the City Recovery Programme and the City Centre Regeneration Task Force to address how we use and promote the city centre and increase footfall.</p>
3.4	<p>Through the City Recovery Programme the Department for Infrastructure, Translink and the PSNI have worked collaboratively with the council to reduce the impact of the Bank Buildings cordon on the city services. While these measures have reduced the impact on city services a number of issues continue that the group continue to monitor and address.</p>
3.5	<p><u>Translink</u> The public transportation network has been significantly impacted with the entirety of routes that operated through Castle Place now diverted and temporary bus stop locations in operation throughout the city. The diverted routes are now established with continued messaging shared across a number of platforms.</p>
3.6	<p>On the 17th of November Translink, with additional funding from the Department for Infrastructure, rolled out the most significant fare incentive scheme to date to attract more people to shop and socialise in Belfast during the festive period.</p>
3.7	<p>The package includes day travel across the city for just £2 (£1 child), a £5 family ticket and additional bus, coach and train services including midnight departures*. Ulsterbus or Goldline services incentives include day return travel for the price of a single ticket after 9.30am from across the province. There's a third-off NI Railways day return tickets offer a 30% price reduction after 9.30am on weekdays and all day at weekends until the end of December. The yLink card customers (16-24yrs old) will receive a 50% off bus and rail single fares across the services. Midnight departures will operate on NI Railways, Metro and Goldline on Fridays and Saturdays until Christmas and main Park & Ride facilities will offer late night and Saturday services along with free parking at the Park & Ride sites.</p>
3.8	<p>Although it is too early to report on the impact of these incentives Translink have closely monitored the impact of the cordon on the network. Across all networks Translink are reporting a patronage impact of c29k journeys (1.4%) and a revenue impact of £152k to week commencing 5th November. Despite the deployment of additional resources to minimise the impact on the performance of the services punctuality on some northbound</p>

3.9	services was operating at a little over 80%, compared with other metro corridors operating at between 87% and 90%, and glider operating at 94%.
3.10	In general the Glider routes have seen a 25% uplift in passenger numbers versus last year. While it is too early to see the effects of the fare incentives Translink have indicated these have had a positive impact and estimate a 2% increase on metro services, marking the first increase since the Bank Buildings fire.
3.11	Translink and DfI continue to monitor the effects of the mitigation measures on the networks and will be providing regular updates to council members
3.12	Translink and DfI have introduced a number of measures to reduce this impact but with Castle Place expected to be closed until May 2019, and Castle St expected to be closed to traffic for a significant period of time a longer term approach will be required to further reduce these impacts.
3.13	<u>Delivery Routes and City Services</u> The Department for Infrastructure have developed a new delivery route network to ensure continuity of supply to the commercial centre. The route map, as per Appendix 1, includes realignment of the road network on the perimeter corridors of the cordon, liaising closely with traders and city services, and liaising closely with the PSNI to monitor and delivery a controlled flow of vehicles and pedestrians around the city centre.
3.14	In addition to the enhanced way-finding measures that are being put in place (see Appendix 2) and relocated public transportation networks, DfI and the PSNI have increased presence within the city centre to monitor controlled zones, parking deliveries and construction traffic to minimise the conflict between vehicular, pedestrian and transportation requirements.
3.15	City and Neighbourhood Services have also increased street cleansing, maintenance and community safety services across the city centre to ensure that the streets are maintained free of obstruction, debris and safety concerns.
3.16	C&NS and the PSNI are also working on ensuring that the diversions and the animation programme have minimal impact on vulnerable groups across the city centre, while minimising the potential for an increase in anti-social behaviour.
3.17	<u>Financial & Resource Implications</u> None
3.18	<u>Equality or Good Relations Implications/Rural Needs Assessment</u> None
4.0	Appendices – Documents Attached
	Appendix 1 – Delivery Routes Appendix 2 – Wayfinding Map