



Subject:	Response to Department for Infrastructure Transport Consultations
Date:	4th March 2020
Reporting Officer:	Alistair Reid, Strategic Director of Place and Economy
Contact Officer:	Anne Doherty, Senior Planning Officer

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"/>
Sometime in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

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

1.0	Purpose of Report Summary of Main Issues
1.1	To consider the Council response to the Department for Infrastructure (Dfi) consultations on the Better Bedford Street Project and other Dfi consultations relating to new coach parking, proposed one way traffic systems and proposed waiting restrictions on various streets in Belfast.
2.0	Recommendations
2.1	The Committee is requested to consider the draft response to consultations and if appropriate agree for submission to the Department for Infrastructure.

3.0	Main Report
	<p data-bbox="255 257 821 291"><u>Consultations with proposed response:</u></p> <p data-bbox="255 324 766 358">Bedford Street – Belfast City Centre</p> <p data-bbox="159 380 1471 515">3.1 Dfl proposes to take forward the necessary legislation to make permanent the current experimental order in Bedford Street. The order will remove 9no. parking bays permanently and replace them with 24 hour waiting restrictions (double yellow lines).</p> <p data-bbox="159 571 1471 716">3.2 The Council is supportive of the proposal to make permanent the current experimental order in Bedford Street to remove 9no. parking bays permanently and replace them with 24 hour waiting restrictions (double yellow lines).</p> <p data-bbox="159 772 1471 1019">3.3 The Belfast Agenda, emerging Local Development Plan and BCCRIS all identify a vision of the city centre that is well connected and inclusive for all. There is a commitment in the Belfast Agenda to deliver on a city that is ‘greener’, which supports more sustainable forms of transport including walking and cycling, and the creation of safer, shared spaces for pedestrian use is noted as contributing to this agenda.</p> <p data-bbox="159 1075 1471 1321">3.4 The Visioning Principles within the draft City Centre Connectivity Study <i>A Bolder Vision for Belfast</i> include: removing severance and barriers to movement between the centre of Belfast and the surrounding communities to improve access for all and fundamentally changing the centre of Belfast to prioritise integrated walking, cycling and public transport and end the dominance of the car.</p> <p data-bbox="159 1377 1471 1624">3.5 The Linen Quarter Masterplan encourages pedestrian movement along the main north-south streets facilitating linkage between Queens University Campus and the City Centre and also east-west through to the new Transport Hub location. It sets out a vision to redefine streets and promote a different street hierarchy with pedestrian movement and animation to encourage dwell time a focus.</p> <p data-bbox="159 1680 1471 1814">3.6 The proposal from Dfl would create wider footpaths which provide more space for pedestrian flow and enhance accessibility for people with children / prams and mobility issues. Additional footpath space also allows for additional animation (café culture, cultural programming).</p> <p data-bbox="159 1859 1471 1993">3.7 The Council is supportive of this proposal but would however recommend an upgrade to the temporary nature of the existing extended footpath and that this approach to creating space for pedestrian flow and enhancing accessibility is widened to other areas of the city centre.</p>

This could be considered as part of Belfast Streets Ahead Phase 5 and the emerging City Centre Connectivity Study. It is important to maintain visual form and consistency in line with the recommendations and re-balancing of hierarchy set out in the Linen Quarter Masterplan which states “the public realm should reinforce this hierarchy with a high quality palette of materials for these streets”. Enforcement of illegal car parking on the footpath will be required to maximise the impact of the scheme.

Stranmillis Road – Proposed coach parking bays at the Ulster Museum

3.8 It is proposed to introduce the following waiting restrictions. Coach Parking All day with limited to 20 minutes and no return within the 1 hour between 8 am and 6 pm and no limit between 6 pm and 8 am.

3.9 The coach bay is welcomed and it will help coach operators to drop off and pick up passengers going to the Ulster Museum, Queens University and Botanic Gardens.

Other consultations include:

3.10 It is proposed that the Council welcomes the proposed one way traffic system and proposed waiting restrictions on various streets in Belfast. The schemes have been requested by members, residents and businesses to improve road safety and traffic progression on the streets, improve access for council refuse vehicles and emergency vehicles and prevent all day commuter parking.

Balfour Avenue – Propose waiting restrictions

3.11 This scheme is to address difficulties of Council refuse lorries getting access into Balfour Avenue from Ormeau Road due to levels of all day parking. It is proposed to introduce 15.5 metres of ‘No waiting at any time’ restrictions (double yellow lines).

Cregagh Park at Dunbrae apartment – Proposed waiting restrictions

3.12 This scheme is to address difficulties of council refuse lorries getting access to the apartments. It is proposed to introduce 24 metres of ‘No Waiting at any time’ restriction.

Wolff Close at Kenilworth Place – Proposed Waiting restrictions

3.13 This scheme is to address difficulties of council refuse lorries getting access to Wolff Close. Following neighbourhood consultation a resident has asked for more flexibility with the restriction times to lessen the effect on residents who need to park in these areas. It has been

decided to introduce waiting restrictions Monday to Friday 8.30am – 4.00pm (previously considered Monday to Friday 8am to 6pm).

Great Georges Street – Changes to One Way system

3.14 Dfl proposes to re-introduce traffic to part of Great Georges Street after residents were shown the temporary proposals for making the street two way as part of the York Street interchange project. Residents have requested for the proposal to be a permanent fixture as it will make it easier for emergency services etc to access their homes rather than driving the whole way around the current one way system.

Norglen Crescent and Monagh Crescent – Proposed one way traffic system

3.15 The request was received from local elected representatives concerned about traffic progression and road safety issues in the area. The proposed one way system is intended to reduce congestion and improve traffic progression. The streets are short in length with low speeds and the proposed one way system will create relatively short diversions for residents.

Duncrue Street – Proposed waiting restrictions

3.16 A number of restrictions are already on the ground and this proposal will introduce new ‘at any time’ waiting restrictions along Duncrue Street.

Orby Street – Proposed waiting restrictions

3.17 Dfl received requests from residents to consider additional ‘At any Time’ restrictions on Orby Street to include revocation of the existing single yellow lines to be replaced with double yellow lines. Parked vehicles are causing traffic congestion and road safety issues in the area.

Castlereagh Road – Proposed waiting restrictions

3.18 Concerns have been raised by a local MLA in relation to all day parking causing traffic progression issues and road safety concerns on the Castlereagh Road near the junction with Montgomery Road. The proposal is to introduce waiting restrictions at the location.

Castleview Road – Proposed waiting restrictions

3.19 Parking to access Stormont estate and the new play park are causing traffic progression, access problems at drive-ways and footway parking that is affecting safety of pedestrians. It is proposed to introduce 89 metres of ‘No waiting at any time’ restrictions.

<p>3.20</p> <p>3.21</p> <p>3.22</p> <p>3.23</p> <p>3.24</p>	<p>Glebe Road and Lenwood Drive Dunmurray – Proposed waiting restrictions</p> <p>Concerns have been raised about all day parking on Glebe Road between Upper Dunmurry Lane and the level crossing on Lenwood Drive. All day parkers are causing traffic progression issues and road safety concerns for pedestrians. It is proposed to introduce the following restrictions: 48 metres of single yellow line Monday to Saturday, 8am to 6pm and 76 metres of ‘No waiting at any time’ restrictions.</p> <p>Berry Street – proposed loading bay</p> <p>DfI proposes to take forward necessary legislation to introduce a loading restriction on Berry Street between the loading access for Castle Court to the junction of Chapel Lane. This proposal has been requested by a local business to provide access to the loading yard at Castle Court. The part-time loading restriction will operate Monday to Saturday 8am to 6pm.</p> <p>Durham Street and Barrack Street – Proposed waiting restrictions</p> <p>It is proposed to introduce waiting restrictions on Durham Street and Barrack Street. The proposals have been requested by local residents to address some of the issues being experienced with business hours parking.</p> <p>The Mount – Proposed single yellow line waiting restriction</p> <p>It is proposed to introduce legislation to allow the single yellow line which is in place to be enforceable. The proposal will improve traffic progression at this location.</p> <p>School Road - Removal of ‘School Keep clear’ road markings</p> <p>It is proposed to remove these markings as the school is closed.</p>
<p>3.25</p>	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>None.</p>
<p>3.26</p>	<p><u>Finance and Resource Implications</u></p> <p>None.</p>
<p>4.0</p>	<p>Document attached</p>
	<p>Maps for each of the areas are as attached and more details on each of the traffic consultations are available on request from Anne Doherty, Senior Planning Officer</p>