

BELFAST RAPID TRANSIT



Creating Healthy Communities Seminar
24 March 2014



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Historical Background



- **Regional Transportation Strategy (2002)** – high level commitment to rapid transit for Belfast
- **Belfast Metropolitan Transport Plan (2004)** – identified rapid transit as “a major element of the delivery of a step change in the quality of public transport”
- **Strategic Outline Case (April 2008)** – recommended bus rapid transit instead of light rail transit and identified strategic route options
- **Outline Business Case (May 2012)** – identified the preferred option in terms of network routes, procurement strategy and business model.



Political Endorsement

- **November 2008 - Executive** approved the proposal to implement a bus rapid transit system for Belfast, based on pilot network of 3 routes linking the city centre to Titanic Quarter, East Belfast & West Belfast
- **September 2012 - Committee for Regional Development** expressed continued support for the project following completion of the Outline Business Case.
- **October 2012 - First Minister and deputy First Minister**
- “the proposed project is likely to support the achievement of the Executive’s Programme for Government commitments in respect of sustainable transport, and also more widely by supporting positive economic, social and environmental outcomes.”
- **November 2012 – Executive** support for proceeding with detailed design and implementation of BRT



Objectives of Belfast Rapid Transit

- To support **sustainable economic growth and regeneration**; providing **high quality access** and connectivity between different parts of the city
- To provide equality through **enhanced accessibility linking** the most **deprived communities to key employment** locations, retail facilities, leisure, health and education services
- To support **social inclusion** and the **integration** of communities across the city
- To provide a **modern, safe, efficient and high quality** public transport service which promotes modal shift to public transport



Belfast Rapid Transit



What are the key themes?

- Quality
- Reliability
- Complete System
- Integration
- Strong Belfast Image



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Summary of Outcomes from Outline Business Case

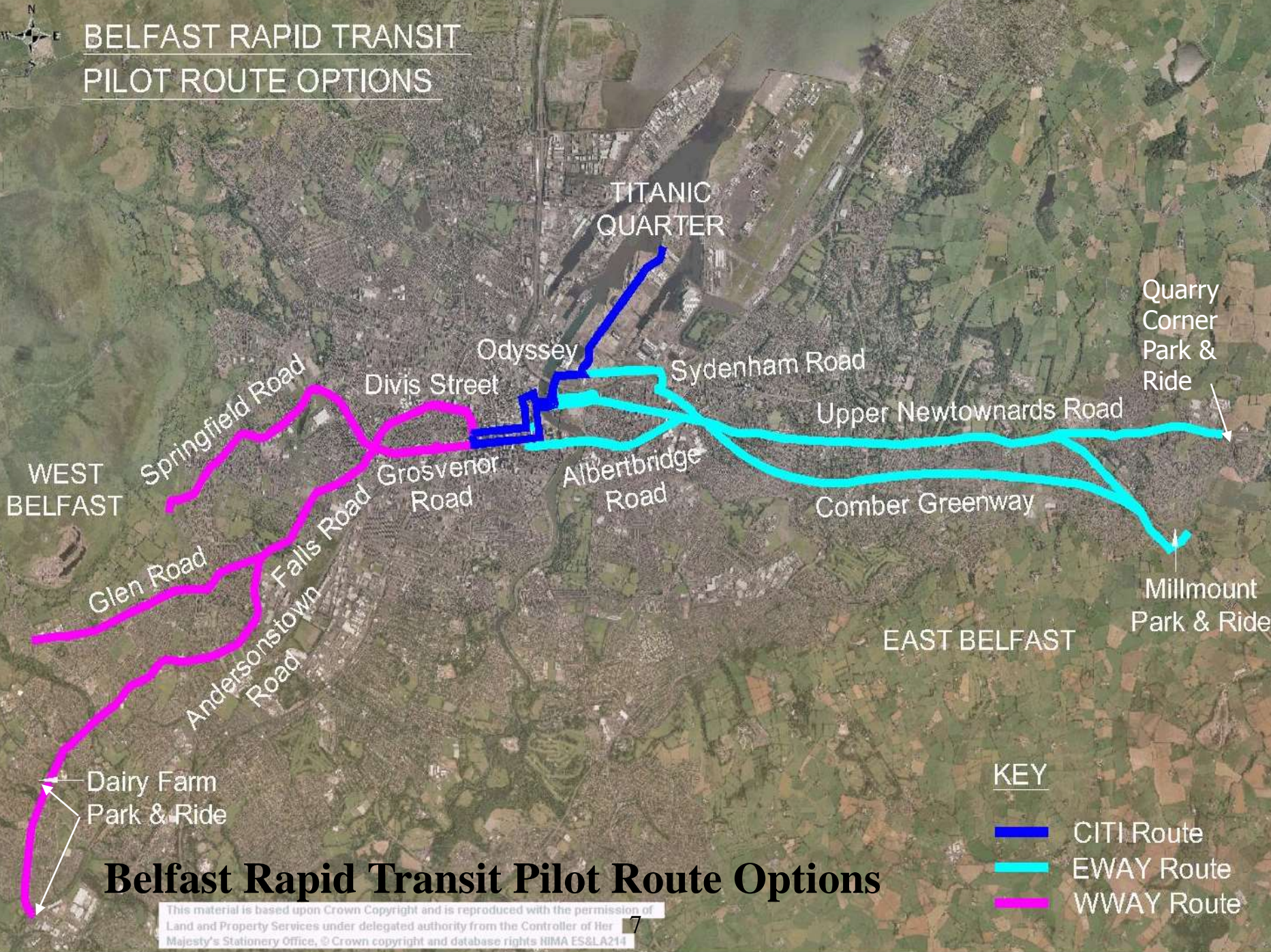


- Preferred Option represents high value for money. BCR of 3.4.
- Estimated costs of £98.5m.
- 25-30% reduction in public transport journey times.
- General traffic journey times along corridor increase 5-10%.
- Public transport benefits outweigh general traffic disbenefits.
- Public transport mode share increases 8-9% points.
- Need to ensure quality attributes and journey time reductions are achieved without further impact on general traffic, over and above that estimated in the business case.





BELFAST RAPID TRANSIT PILOT ROUTE OPTIONS



KEY

- CITI Route
- EWAY Route
- WWAY Route

Belfast Rapid Transit Pilot Route Options

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BRT Route Map

Key

BRT Route

BRT Halt

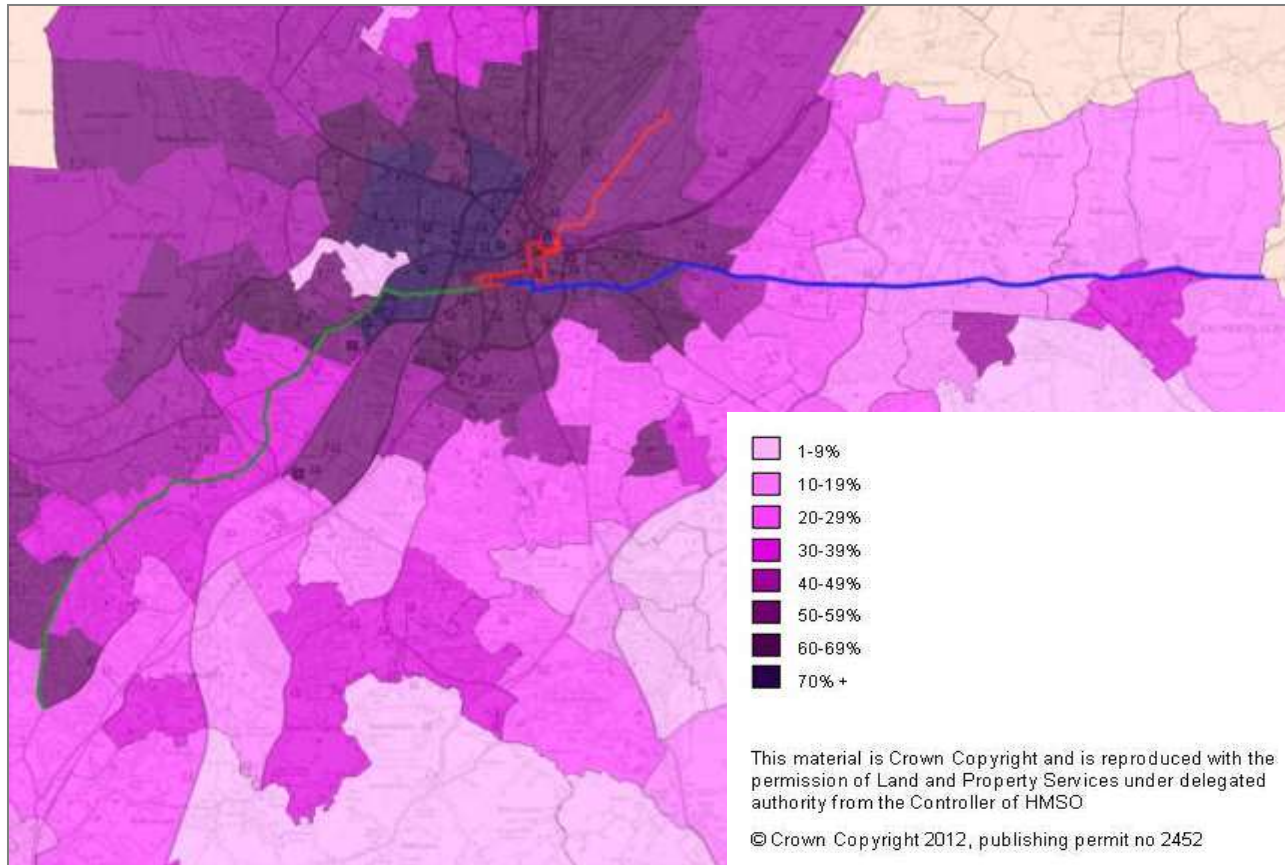


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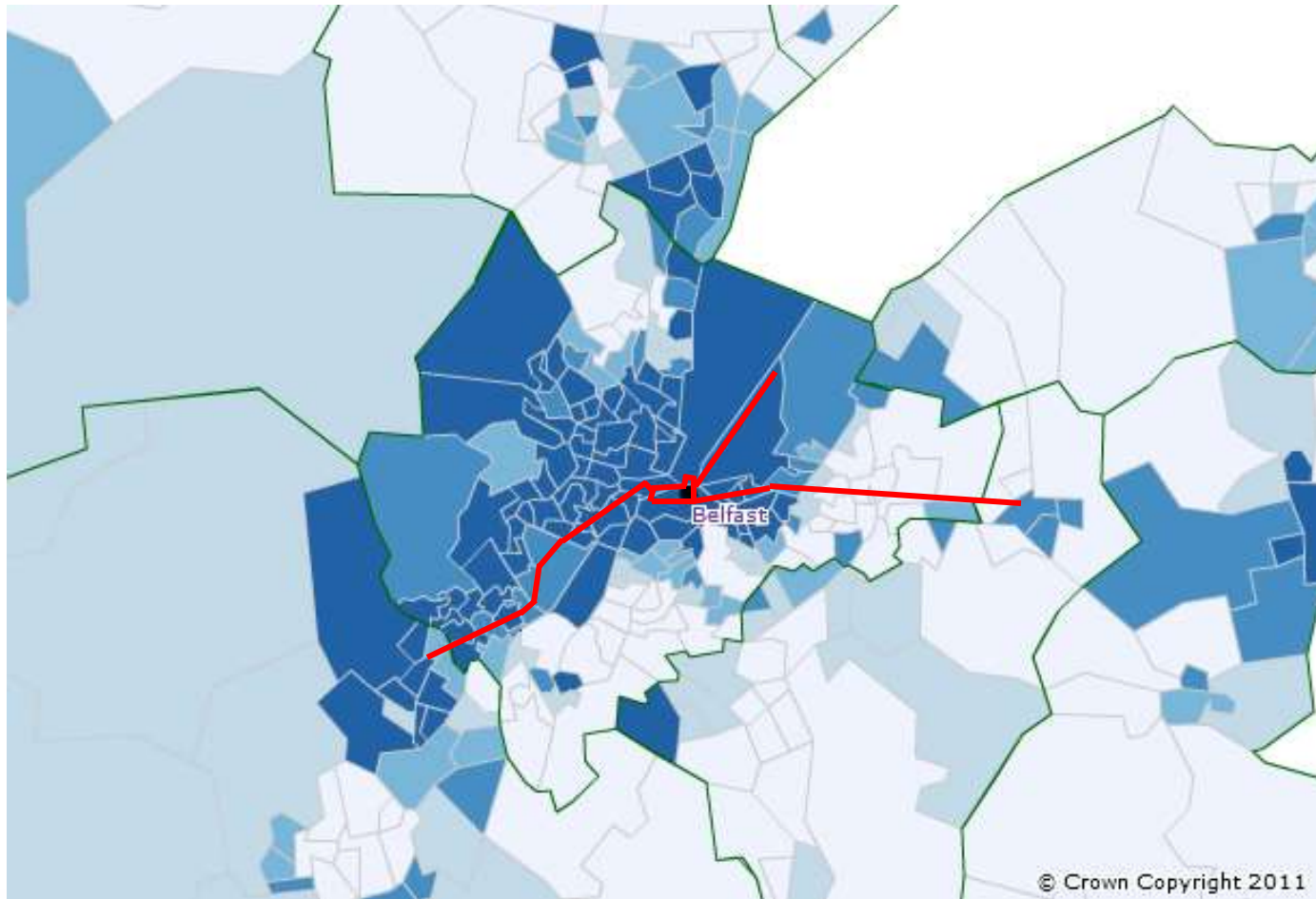


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Car Ownership Levels: % of households with no car



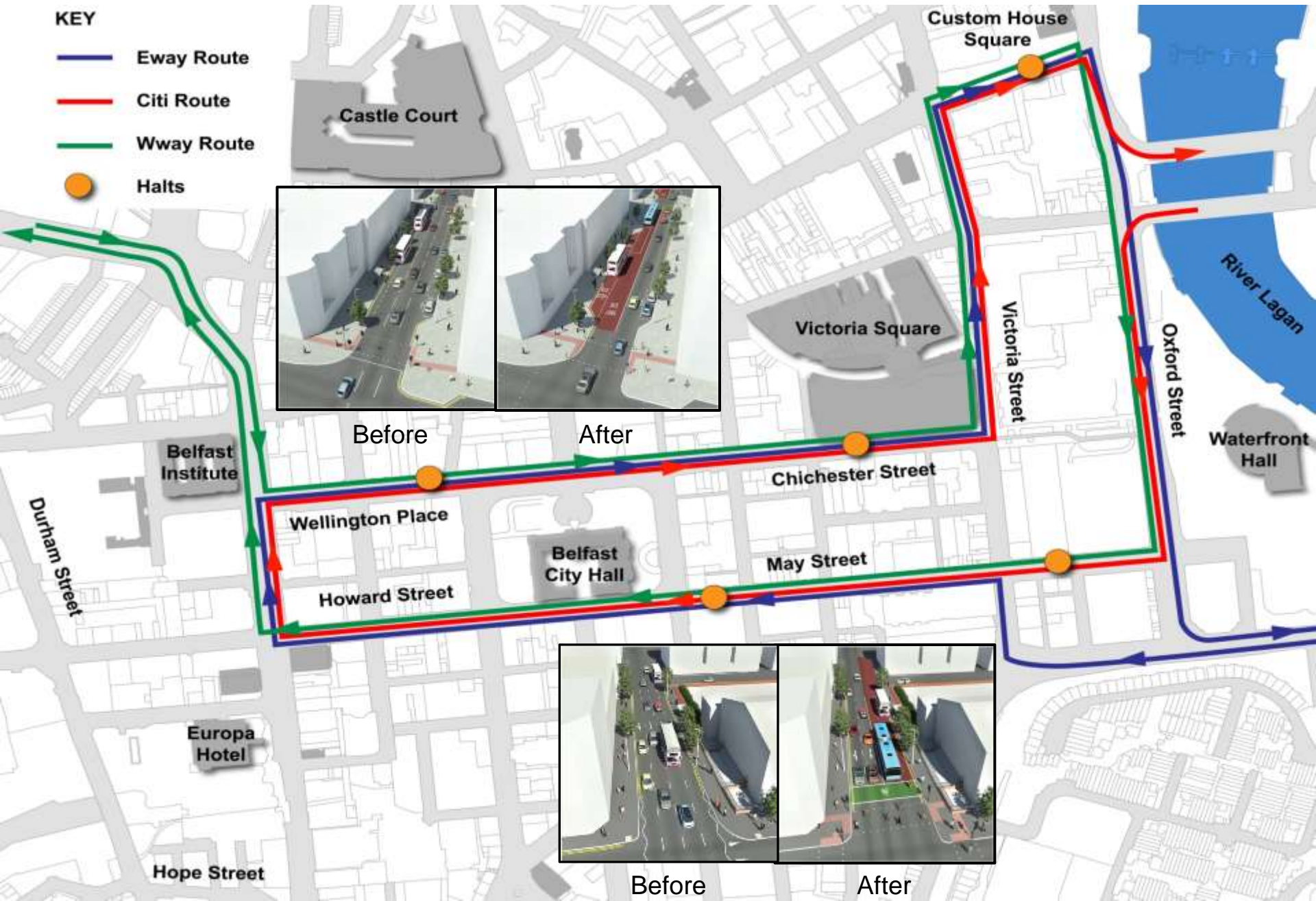
NI Multiple Deprivation Measure 2010



City Centre Network

KEY

- Eway Route
- Citi Route
- Wway Route
- Halts



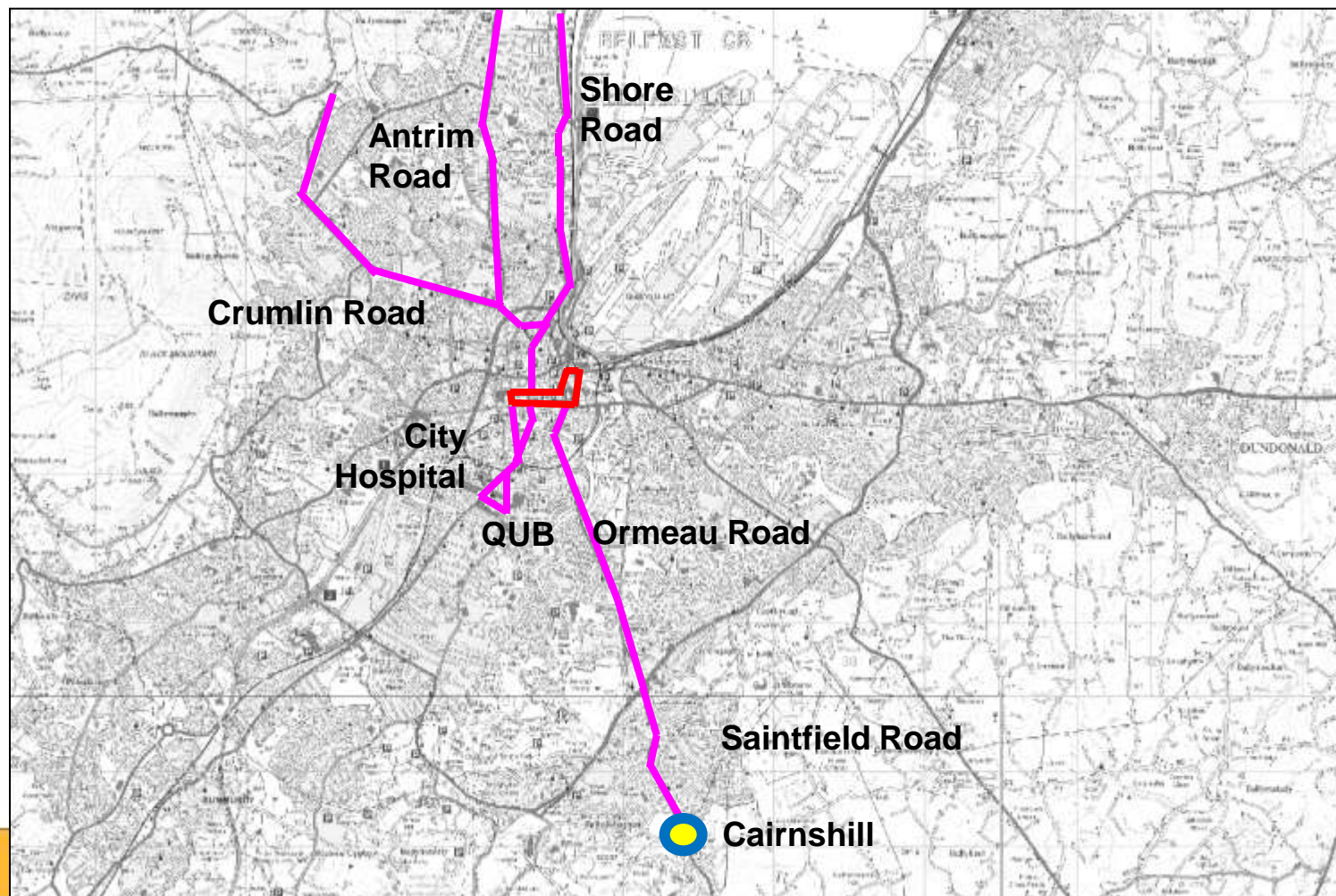
Recommendations from the OBC

Based on the Outline Business Case the **Minister approved** the following recommendations:

- The introduction of a high quality, **bus-based rapid transit system** operating on the **Recommended Routes**.
- The **delivery** of the majority of the design and infrastructure works for BRT via the existing expertise within the Department.
- Award of the **contract to operate** the BRT system to **Translink**, subject to clarification on performance and contractual issues.



Potential Network Extensions



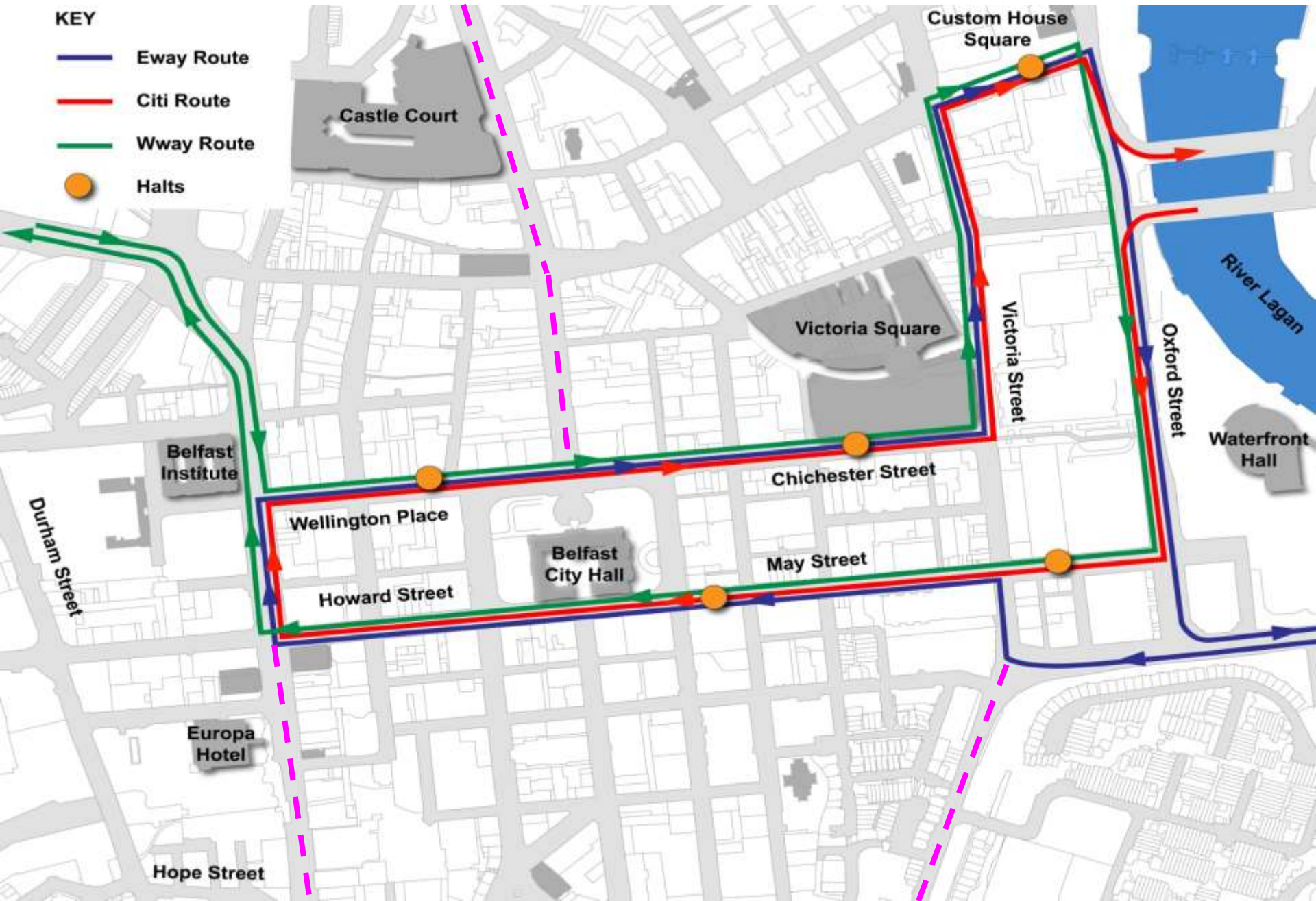
- To link Universities & City Hospital
- To Cairnshill Park & Ride via Ormeau Road & Saintfield Road
- To serve North Belfast via Shore Road, Antrim Road or Crumlin Road



City Centre Network

KEY

- Eway Route
- Citi Route
- Wway Route
- Halts



Implementation Challenges

Project Management – Co-ordination of approximately 20 major sub-projects

- 15 Infrastructure projects (roadworks, halts and Park & Ride)
- Procurement of the Rapid Transit Vehicles
- Co-ordination with Translink's Next Generation Ticketing Project
- Co-ordination with other major public and private projects including DSD/BCC Environmental Improvement Schemes
- BRT operational plan – reconfiguration of existing public transport services including West Belfast Taxis



Implementation Challenges

- Securing necessary funding beyond 2015
- Maintaining public and political buy-in over lengthy delivery period
- Balancing competing demands between parking, servicing, cyclists, freight, private cars, taxis, buses, pedestrians ...
- Integrating ticketing arrangements, feeder services, Park & Ride, other public projects and private developments
- Promoting positive media coverage (or at least avoiding the negative!)



Key Implementation Opportunities

- Address other needs whilst implementing BRT – replace aging buses, reconstruct and resurface several kms of roads and footways, upgrade traffic signalling equipment and enhance pedestrian and cycling infrastructure
- Improve road safety
- Deliver a high quality, integrated, customer focused transport system that facilitates and encourages the movement of more people by public transport
- Introduce early benefits through Park & Ride and enhanced priority for existing public transport services
- Make more efficient use of road space - 1 full BRT vehicle with around 100 people = the number of people in 0.5km of cars
- Improve air quality along the routes
- Co-ordinate with DSD/BCC Environmental Improvement schemes and other projects to produce efficiencies in implementation
- Demonstrate a vision and strategy for transport in Belfast that promotes it as a modern city with the ability to regenerate, promote economic development and support the wider objectives of the Programme for Government



Helping to make Belfast a Healthy City

BRT will contribute to the delivery of the following qualities and characteristics in the World Health Organization's definition of a healthy city :

- a high quality, clean, safe physical environment
- a high degree of participation in and control by the citizens over the decisions affecting their lives, health and well-being
- contribute to the meeting of the basic needs of income, safety and work for all the city's people
- access by the people to a wide variety of experiences and resources, with the chance for a wide variety of contact, interaction and communication
- a diverse, vital and innovative economy
- accessibility of appropriate public health and sickness care services



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BRT Project Timeline

2013 - 2014

Detailed Design

Start work on routes and Park & Ride facilities

[This will include road widening and resurfacing along sections of the routes]

2015-2017

Finish work on routes and Park & Ride facilities

Introduce bus lanes

[Bus lanes will generally operate during morning and evening rush hours until 2017 when they will convert to 12 hour operation]

Finalise operations plan

Purchase BRT vehicles

Install halts

2017

BRT operational





Thank You

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www.drdni.gov.uk/index/rapid-transit.htm



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