



<b>Subject:</b>	Belfast Rapid Transit - Bus Lane proposals in the City Centre and East and West Corridors
<b>Date:</b>	10 January 2018
<b>Reporting Officer:</b>	Nuala Gallagher – Director of City Centre Development
<b>Contact Officer:</b>	Anne Doherty, Planning & Transport Officer

<b>Restricted Reports</b>	
<b>Is this report restricted?</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>If Yes, when will the report become unrestricted?</b>	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

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

<b>1.0</b>	<b>Purpose of Report or Summary of Main Issues</b>
1.1	To consider the Council response to the Department for Infrastructure (DfI) proposal to make an Order entitled The Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2018 and another entitled The Bus Lanes (Belfast Rapid Transit, East and West Corridors) Order 2018.
1.2	To consider how to deal with the Notice of Motion put forward by Cllr Beattie, in respect of the Draft Council response to the Department for Infrastructure (DfI)

	proposal, which was referred to this Committee at a meeting of Council on Wednesday, 3rd January, 2018.
<b>2.0</b>	<b>Recommendations</b>
2.1	It is recommended that Members: <ul style="list-style-type: none"> <li>Consider how to deal with the Notice of Motion proposed by Cllr Beattie, outlined in Appendix 1, in respect of a response to the Draft Council response to the Department for Infrastructure (Dfi) proposal and referred to this Committee at a meeting of Council on Wednesday, 3rd January, 2018.</li> </ul>
2.2	<ul style="list-style-type: none"> <li>Consider the draft response to the proposals for Belfast Rapid Transit bus lanes outlined in Appendix 2 and if appropriate agree for submission to the Dfi.</li> </ul>
<b>3.0</b>	<b>Main report</b>
3.1	<p><u>Key Issues</u></p> <p>The Department for Infrastructure proposes to make two Orders entitled:</p> <p>a) The Bus Lanes (Belfast City Centre) Order (Northern Ireland) 2018; and</p> <p>b) The Bus Lanes (Belfast Rapid Transit, East and West Corridors) Order 2018.</p>
3.2	<p><b>The Orders will revoke and replace existing bus lanes and introduce new lengths of bus lanes in the city centre. The bus lanes will all operate between 7.00 a.m and 7.00 p.m Monday to Saturday inclusive.</b> During the hours of operation only buses, cycles, motor cycles and permitted taxis (as defined below) and certain specified vehicles are permitted.</p>
3.3	<p>Permitted taxi means a taxi which is either –</p> <p>(i) licensed to stand or ply for hire on a road or public place and subject to the Bye-Laws made in respect of Motor Hackney Carriages standing or plying for hire made by the Council of the county Borough of Belfast on 4th June 1951 and which meets the specifications prescribed by regulation 41 of the Public Service Vehicles (Condition of Fitness, Equipment and Use) Regulations (Northern Ireland) 1995; or</p> <p>(ii) licensed to operate carriage services under the road service license provision of Part II of the Transport Act (Northern Ireland) 1967.</p>
3.4	<p><u>City Centre</u></p> <p>The proposals are that the bus lanes will operate on the following roads:</p> <p><b>East Bridge Street, Cromac Street, May Street, Donegall Square South</b></p>

(2 lengths), **Howard Street, College Square East** (3 lengths), **College Avenue** (2 lengths), **Wellington Place** (2 lengths), **Donegall Square North, Chichester Street, Victoria Street, Donegall Quay** (2 lengths), **Queen Elizabeth Bridge, Queens Quay, Station Street, Bridge End, Queens Bridge, Oxford Street, Great Victoria Street, Donegall Square East, Upper Queen Street and Queen Street.**

East and West Corridors

3.5 The Order will revoke and replace existing bus lanes and introduce new lengths of bus lanes in Belfast and Dundonald.

3.6 The bus lanes will operate as follows:

**1. East Corridor country bound —**

- **East Bridge Street** from a point 54 metres east of Oxford Street to a point 19 metres west of link road to Short Strand; and
- **Albertbridge Road** (2 lengths) from a point 23 metres west of Cluan Place to a point 186 metres east of Stonyford Street; and
- **Upper Newtownards Road** (10 lengths) from a point 42 metres west of Irwin Avenue to a point 133 metres east of Cherryhill Road.

**2. East Corridor city bound —**

- **Upper Newtownards Road** (11 lengths) from a point 89 metres west of Brooklands Road to a point 26 metres east of Ravenscroft Avenue; and
- **Albertbridge Road** (3 lengths) from a point 12 metres east of Skipton Street to a point 9 metres east of Ravenhill Road; and
- **East Bridge Street** from a point 48 metres west of Mays Meadow to a point 56 metres west of Stewart Street.

**3. West Corridor country bound —**

- **Divis Street** (2 lengths) from a point 63 metres west of Barrack Street to a point 54 metres east of Albert Street; and
- **Falls Road** (7 lengths) from a point 45 metres west of Albert Street to a point 35 metres north of a point opposite Sliabh Mor Heights; and
- **Andersonstown Road** (3 lengths) from a point 16 metres south of a point opposite Andersonstown Park to a point 80 metres east of Finaghy Road North; and
- **Stewartstown Road** from a point 122 metres south of a point opposite

Lagmore Dale to a point 15 metres north of a traffic island on approach to McKinstry Road Roundabout.

**4. West Corridor city bound —**

- **Stewartstown Road** (5 lengths) from a point 62 metres north of Lagmore Dale to a point 46 metres east of Conor Rise; and
- **Andersonstown Road** (4 lengths) from a point 33 metres west of Killeen Park to a point 10 metres south of Andersonstown Park; and
- **Falls Road** (7 lengths) from a point 8 metres north of Andersonstown Park to a point 42 metres west of Northumberland Street; and
- **Divis Street** (2 lengths) from a point 39 metres east of Northumberland Street to a point 120 metres east of Townsend Street.

3.7 The Order will also restrict waiting by all vehicles including buses, cycles, motor cycles and permitted taxis to no more than 2 minutes and, in certain circumstances, vehicles displaying a disabled persons badge to no more than 10 minutes.

3.8 The following core response is suggested:

3.8.1 The Council has strongly supported the introduction of the Belfast Rapid Transit system as it is considered that it would greatly improve the quality of public transport in Belfast and could be a driver for regeneration as well as provide high quality access to and linkages between jobs, hospitals, schools and colleges in different parts of the city.

3.8.2 The Council understand the need for the proposed Bus Lane Orders in the City Centre and Belfast Rapid Transit, East and West corridors. In respect of Donegall Square East, a Notice of Motion was agreed by Committee in October 2017, outlining the Council's grave concerns about traffic congestion in the city centre, particularly at the back of City Hall, resulting from the arrangement for the prohibition on vehicles (except buses and emergency services) going from the bus lane on Donegall Square East into Adelaide Street from 7.00 a.m. to 7.00 p.m.

3.8.3 It should be noted that the Council, wrote to DfI on the 3<sup>rd</sup> November 2017, requesting that the Department work in conjunction with Translink, to end the prohibition on traffic entering Adelaide Street from Donegall Square East. This would also enable the removal of the large electronic warning sign in Donegall Square East and free up the

3.9	<p>traffic island on which it sits.</p> <p>The DfI responded on the 14<sup>th</sup> November stating that they do not propose to remove the restriction as this would adversely affect public transport services and potentially re-introduce a large amount of through traffic into the city centre. However, the Department will consider the Council's request for the removal of the Variable Message Sign. A copy of the correspondence is attached in Appendix 3.</p> <p>Consideration of Additional Response. A Notice of Motion, proposed by Councillor Beattie and seconded by Councillor McVeigh (outlined in Appendix 1), was referred to this Committee for consideration, at a meeting of Council on Wednesday, 3rd January, 2018 in respect of the Draft Council response to the Department for Infrastructure (DfI) proposal. There are potentially considerable implications on the operation of the bus lanes by BRT should committee agree to include the proposals set out in the Notice of Motion in its response to DfI. DfI and Translink are available to answer questions in respect of these issues if committee wishes to receive them.</p>
4.0	<p><b>Appendices</b></p>
	<p><b>Appendix 1</b> – Notice of motion proposed by Councillor Beattie</p> <p><b>Appendix 2</b> – Council response to the Department for Infrastructure (DfI) proposal on BRT Bus Lanes</p> <p><b>Appendix 3</b> – Correspondence from DfI re. Notice of Motion</p>