

Consultation Report on the Belfast Bicycle Network

February 2018

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1 Introduction

On 23rd January 2017 the then Minister for Infrastructure, Chris Hazzard MLA announced a public consultation on the draft Belfast Bicycle Network 2017. The consultation ran for almost 12 weeks ending on 13th April 2017.

Nine public consultation events were held at various locations around Belfast. The first eight events were held in the neighbourhoods closest to the proposed main routes into the centre of Belfast with the final event held in the city centre.

This report summarises the responses to the public consultation and is a factual record of comments submitted to the Department rather than an assessment of their merits.

The purpose of drafting a Belfast Bicycle Network is to provide a basis for guiding the development and operation of the bicycle infrastructure in the city for the next ten years. This links with the three pillars of the Bicycle Strategy¹ which are: **Build** a comprehensive network for the bicycle; **Support** people who choose to travel by bicycle; and, **Promote** the bicycle as a mode of transport for everyday journeys. Under the **Build** pillar, the Bicycle Strategy outlines the importance of developing urban networks as a key part of providing a comprehensive network for the bicycle.

Overall, there was a fairly good level of engagement with the consultation process and we are grateful to all those who took the time to participate.

¹ <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/drd/a-bicycle-strategy-for-northern-ireland.pdf>

There were over 200 written responses to the consultation document. While the number of people attending the consultation events was low, the comments received were useful.

Following the completion of all strands of the consultation and the publication of this consultation report, we plan to work towards developing a revised final network for developing the bicycle infrastructure in Belfast.

It is important to remember that this will be a proposed network. As changes occur within the city over the next number of years the proposals will be flexible enough to take account of these.

2 The Consultation Process

The draft Belfast Bicycle Network 2017 was made available on the Department for Infrastructure website on 23rd January 2017.

It was publicised via social media and by press release and was distributed to key stakeholders on and around 23rd January 2017. Responses were invited by 13th April 2017.

Nine public meetings were held across Belfast. Details of these were sent to key stakeholders and promoted via social media. Sustrans and NI Greenways assisted the Department by 'tweeting' details of events.

The public meetings were held in the four 'quarters' of the city on four separate days. There were two meetings per day in the north, south, east and west of the city. One meeting was held in late afternoon and the other in the early evening. The objective was to provide a number of opportunities to attend.

Each public meeting started with a short presentation on the plans and rationale for the draft network with particular emphasis on the routes in that area of the city. This was followed by a discussion with staff from the Department's Cycling Unit. In addition, it was hoped that there would be feedback from those in the community with local knowledge about the proposed routes and how they might be improved.

Details of the public meetings are shown in Section 3.

Social media was used to promote each of the events in the days and hours before they were held.

Evidence collected from stakeholders who engaged in the consultation process indicated that social media was the most effective way of raising awareness about the consultation.

3 Overview of Responses

3.1 Public Meeting Responses

The nine public consultation events were held at the following venues across Belfast:

24 th February 2017	ARCNI, Wildflower Way
24 th February 2017	Andersonstown Leisure Centre
27 th February 2017	Grove Wellbeing Centre, York Road
27 th February 2017	Spectrum Centre, Shankill Road
3 rd March 2017	Downshire Community Hall, Cregagh Road
3 rd March 2017	Belfast Boat Club, Lockview Road
13 th March 2017	Disability Action, Airport Road West
13 th March 2017	Eastside Visitors Centre, C S Lewis Square
15 th March 2017	Spires Conference Centre, Fisherwick Place

A general discussion about the draft network was facilitated at each of these meetings. A collation of the key issues raised at the events is included in the following table.

Table - Key issues raised at consultation events

Comment
Timeframe
Suggestion for a shorter timeframe to deliver the network bringing it down from ten years to five years for implementation
Network Routes
The establishment of a network was welcomed albeit there are variations on how this can be best achieved especially around main corridor routes
Link the Routes
There was support for orbital routes linking the arterial routes
Comprehensive Network
Desire to have routes continuous without unnecessary stopping and starting
Opening hours of public parks needs to be 24/7
Should not be ignoring the main arterial routes
Better signage to assist current users and encourage new users
Consider tidal lanes for motorised traffic with two lanes into Belfast and one out AM, two out and one in PM: this would allow for a cycle lane to be maintained at all times
Safer Spaces
Support for action around schools
Issues raised about specifics of design such as shared use and appropriate tactile paving
Content to take a longer route if quiet and off the main road
Didn't see lighting as a main priority

We have taken time to consider all of the responses received from the public consultation. This has involved recording individual comments and grouping these accordingly.

3.2 Who responded?

A total of 207 responses were received. These fall into the following groups:

- Personal responses 170
- Charities 4
- Residents Groups 1
- Businesses 7
- Political Parties 2
- Cycling Groups 5
- Schools/Universities 5
- Public Bodies 13

Occasionally it was not clear whether individuals were representing organisations or responding on their own behalf. No assumptions were made as to who these responses were from.

3.3 Responses

Of the 207 responses received:

- 38 responded by email;
- 2 responded in paper format;
- 82 responded via the on-line consultation form; and
- 85 respondents directly supported a submission provided on-line by the Bikefast Website (of these 85 respondents, six provided additional analysis and comment on the draft Network)

Consideration has been given to the full responses and the individual comments and have been grouped according to our assessment of their relevance to the questions asked in the consultation document.

Many of the comments address design aspects of particular schemes and are too detailed to have a material influence on the determination of the network at a high level set out in the consultation.

3.4 Email Responses

There were 38 email responses and two hard copy paper responses of which approximately 50% of the questions were answered. Responses followed the themes and issues raised in the on-line responses.

3.5 On-line Responses

Almost all questions were answered by the 82 on-line respondents and in the main responses were positive about the draft Belfast Bicycle Network. Many responses provided suggestions in relation to particular routes but the strongest responses were in relation to the timescale for construction of the network and the use of main arterial routes. Many respondents indicated that it should be built 'as soon as possible', 'within two or three years' or 'less than five years' and many suggested that routes should be put on to the main arterial roads into Belfast such as the Newtownards, Falls, Ormeau, Lisburn and Antrim Roads.

3.6 Bikefast

There were 85 responses to the consultation that referenced the www.bikefast.org/?s=belfast+bicycle+network analysis of the draft Belfast Bicycle Network.

A summary of the analysis is as follows.

- A suggested objective for a vision for everyday cycling in Belfast was set out in the analysis and is as follows "To develop a comprehensive, high-quality, safe and dense bicycle network for everyone in Belfast to use and enjoy.
- Arterial routes need to be considered and cyclists should not be pushed away from important neighbourhood streets.
- A sustainable safety-style method should be used to determine the usage and priorities in the street network.

- The plan should be implemented much sooner than the ten years suggested in the document with a fully funded capital works programme.
- Changes should be made to the suggested inner and middle ring routes with vehicles actively discouraged from using the middle ring and pushed to the outer ring.
- The Department for Infrastructure should back up the Bicycle Strategy to make cycling measures a strategic priority.
- Two main strategic cycle routes should be placed in each point of the compass around the City Hall providing approaches to the city.
- The Gaswork Bridge should be given an immediate green light to create a critical link in the proposed Network.
- Bus lanes are not cycling infrastructure but until there is high quality cycling routes the bus lanes should not be flooded with taxis as cycle users can currently travel them in relative safety and comfort.

Additional analysis was provided on the Bikefast website.

4 Quantitative Summary of Responses

The consultation document set out 17 specific questions in order to guide people in their responses. The document made clear that respondents were not restricted to these and were assured that we would welcome comments in relation to relevant issues that were important to them. Many respondents took advantage of this and made specific points in their responses.

Of the 17 structured questions, the first 11 included a closed (yes / no) question and the response to each of these is set out in following table and chart.

Quantitative analysis of consultation structured questions

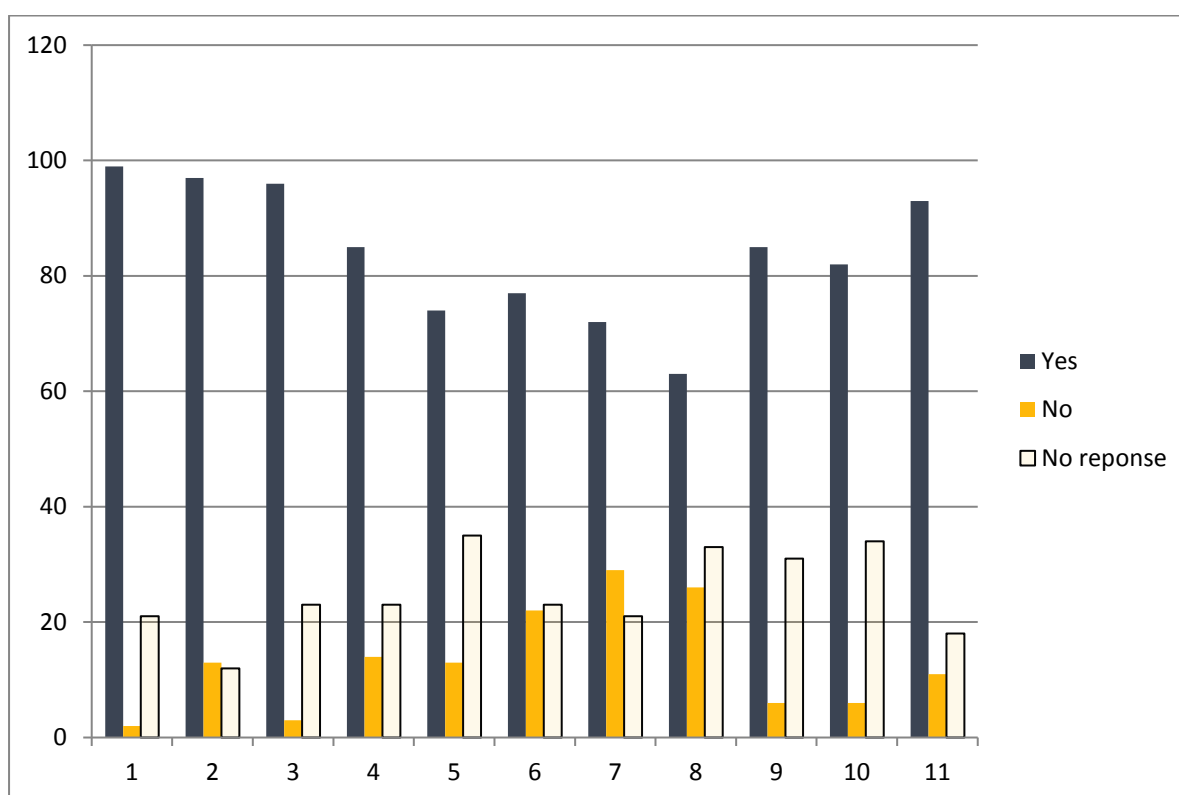
There were 122 responses to the full questionnaire – 82 via the online form and 40 from those who completed an email or hard copy questionnaire.

	Question	Yes	No	Not answered
1	Do you agree that producing a Bicycle Network for Belfast is an important element of developing a cycle friendly city?	99	2	21
2	Do you agree that the five criteria (coherence, directness, attractiveness, safety and comfort) are still valid for development of a network for Belfast?	97	13	12
3	Do you agree that the development of a Belfast Bicycle Network is a key element in	96	3	23

	Question	Yes	No	Not answered
	giving those who would like to cycle freedom and confidence to do so?			
4	<p>Do you agree that the following objectives should be applied to the Belfast Bicycle Network?</p> <ul style="list-style-type: none"> • Develop a comprehensive bicycle network for commuter, amenity and recreational cycling • Bring good quality cycling routes within reach of most people in the city • To ensure a consistent level of service in the design of safe infrastructure • Encourage use of the bicycle and promote safe cycling 	85	14	23
5	Do you agree that the primary network should be based on the concept of arterial and orbital routes?	74	13	35
6	Do you agree that the network should be developed in primary and secondary stages as outlined?	77	22	23
7	Do you agree that we should consider requirements of likely users on a scheme by scheme basis, e.g. routes which will primarily be used by children on the school journey may be best served as a shared track?	72	29	21
8	Are there any other types of bicycle infrastructure that should be considered?	63	26	33

	Question	Yes	No	Not answered
9	Do you support the use of the network requirements as detailed at paragraph 5.1?	85	6	31
10	Do you agree with the addition of 'Adaptability' as a network requirement?	82	6	34
11	Do you agree that the routes should be planned and the facilities designed with the achievement of increasing numbers of people cycling in mind?	93	11	18

Qualitative analysis of consultation structured questions



5 Summary of Comments by Main Issue

5.1 Introduction

We have considered all the individual comments received in relation to each of the questions and grouped them by main issue raised. The tables that follow outline, by grouping, the consultation comments on the draft Network. These groupings attempt to follow the order of the questions in the consultation document. In this section there has been no attempt to collate those response that answered only 'yes' or 'no'. They are recorded in the previous table.

Question 1: 'Do you agree that producing a Bicycle Network for Belfast is an important element of developing a bicycle friendly city? Is so what timeframe do you think it should cover?'

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Completed within two years or as soon as possible 	23
<ul style="list-style-type: none"> ▪ Completed within five years 	29
<ul style="list-style-type: none"> ▪ Completed within ten years 	6
<ul style="list-style-type: none"> ▪ Period beyond ten years including continual development 	7
<ul style="list-style-type: none"> ▪ Commented but did not specify a period of time 	9

Question 2: 'Do you agree that the five criteria (coherence, directness, attractiveness, safety and comfort) are still valid for development of a network for Belfast? If not what do you consider the criteria should be?'

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Safety was commented upon most frequently of the current criteria 	14
<ul style="list-style-type: none"> ▪ Directness as a priority was next highest current criteria 	3
<ul style="list-style-type: none"> ▪ Usability and Functional put forward as criteria 	3

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Continuity with public transport, to promote multi modal journeys 	3
<ul style="list-style-type: none"> ▪ One comment each was raised offering as a criteria; Priority, Safety for Pedestrians, Inclusiveness, Health, Accessibility, and Connectivity 	1
<ul style="list-style-type: none"> ▪ Modal shift 	1
<ul style="list-style-type: none"> ▪ Give cyclists clear priority 	1
<ul style="list-style-type: none"> ▪ Routes should be intuitive 	1
<ul style="list-style-type: none"> ▪ Accessibility as a criteria 	1
<ul style="list-style-type: none"> ▪ Complimentary to other sustainable transport modes 	1
<ul style="list-style-type: none"> ▪ Most vulnerable road users considered 	1
<ul style="list-style-type: none"> ▪ Consider quietways for urban areas 	1

Question 3: ‘Do you agree that the development of a Belfast Bicycle Network is a key element in giving those who would like to cycle freedom and confidence to do so?’

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Encourage focus on traffic calming measures, 20mph zones behavioural change programmes and positive public campaigns and better education for all road users 	6
<ul style="list-style-type: none"> ▪ Network is piecemeal, disjointed and panders to other vehicles 	1
<ul style="list-style-type: none"> ▪ Clarity around hierarchy of road users required 	1
<ul style="list-style-type: none"> ▪ Should not be compromised in design 	1
<ul style="list-style-type: none"> ▪ Connections to schools, medical services, retail etc. 	1
<ul style="list-style-type: none"> ▪ Enforcement needed to prevent parking on cycle lanes 	1
<ul style="list-style-type: none"> ▪ Will create two tier network where fast and confident will use the direct arterial route 	1

Question 4: ‘Do you agree that the following objectives should be applied to the Belfast Bicycle Network? If not what objectives do you think should be set?’

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Suggest 'promote safe driving and bike awareness' education of other road users 	3
<ul style="list-style-type: none"> ▪ Keep maintained and lit <p>The following individual comments were also made by various responders.</p>	2
<ul style="list-style-type: none"> ▪ Secure car parking to support multimodal; Phrases like shared facilities, shared streets must be clarified in this document; Does not need to be consistent but functional and safe; Offer a realistic and attractive alternative to the car; Within reach of all and accessible; Segregated; Management of misuse of cycles paths such as car parking; Develop a network attractive to visitors; Network will not meet the objectives; Design in accordance with topology; Safety as number one priority; Should complement other modes of travel; Some criteria more important than others; Consider amenity and recreational cycling; Prioritise safety over direct route; Direct route a priority; Health needs to be considered – fumes from a traffic; New housing Developments to have bicycle lanes included; Promotion of active travel for young people; Improve road network; Consider quantity of users 	

Question 5: ‘Do you agree that the primary network should be based on the concept of arterial and orbital routes? If no please state reason.’

Summary comments	Number of comments

<ul style="list-style-type: none"> ▪ Arterial routes key – Ormeau, Lisburn, Antrim, Falls and Newtownards Roads – provide directness and coherence 	12
<ul style="list-style-type: none"> ▪ More focus on designation of routes – has sufficient consideration been given to aligning the main routes with greenways – design for particular areas 	4
<ul style="list-style-type: none"> ▪ Potential for leisure 	3
<ul style="list-style-type: none"> ▪ Arterial and orbital routes important to allow flexibility and enhance connectivity within and between communities 	2
<ul style="list-style-type: none"> ▪ Less emphasis on orbital routes 	2
<ul style="list-style-type: none"> ▪ Use of parks 	2
<p>The following individual comments were also made by various responders:</p>	
<ul style="list-style-type: none"> ▪ Have routes everywhere; Connect the routes that are already there; Bikes hold up traffic due to lack of road space; Routes could be longer if it meant there was no stopping; Segregation; Should map road network; Prioritise Business Parks; Plan should be flexible-go where people are; Traffic planning for areas not part of the network; surrenders priority... to vehicle traffic. 	

Question 6: ‘Do you agree that the network should be developed in primary and secondary stages as outlined? If not how should it be developed?’

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Too simplistic – priority should be given to heavily congested routes or areas that will greater increase 	7
<ul style="list-style-type: none"> ▪ A clear budget and timeframe must be agreed to prevent piecemeal development of the network 	3
<ul style="list-style-type: none"> ▪ Network might be better planned if completed in 2 stages: first, East of Lagan as this is path of least resistance; second, West of Lagan 	3
	2

<ul style="list-style-type: none"> ▪ Where separation is not possible pedestrians must have priority and consider impact on vulnerable users. ▪ Upgrade the whole network ▪ Consider strategic connections and consider cycling infrastructure in planning decisions ▪ Develop access from neighbourhood and schools ▪ Focus on groups which offer greatest potential ▪ Develop access from local neighbourhoods <p>The following individual comments were also made by various responders:</p> <ul style="list-style-type: none"> ▪ Upgrade the three segregated routes into Belfast; Don't do it; Arterial routes from the west of the city; A whole route approach complete the network catering for all users is required; Focus on areas and complete them in entirety; Consider quick wins on secondary route; Deliver primary routes in five years in a holistic manner; Bulk of primary routes complete in a shorter timescale; Deliver proposed secondary routes as soon as possible for safer routes to school; make car journeys longer to benefit walking and cycling, tipping the balance towards public transport. 	<p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p>
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Question 7: 'Do you agree that we should consider requirements of likely users on a scheme by scheme basis e.g. routes which will primarily be used by children on the school journey maybe best served as a shared track?'

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Primary network should be designed to a consistent standard along its entirety ▪ Consideration should be given to design for potential type of user or the location ▪ Lanes should be separated and segregated not shared use 	<p>25</p> <p>19</p> <p>7</p> <p>3</p>

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Segregated and well-lit lanes essential for children and young people ▪ Shared use should be considered ▪ Generally improve routes rather than one perfect route ▪ Secondary routes designed on a scheme by scheme basis <p>The following individual comments were also made by various responders:</p> <ul style="list-style-type: none"> ▪ Cycles lanes will lit; Consider Streets for Cycle Highways instead of Roads; City centre cyclists should be prioritised rather than marginal schemes that will have little impact; Needs of pedestrian should be considered during design; Secondary routes may need to be more adaptable to the built environment; Design with potential future use in mind; Promotion to make car drivers aware of new lanes; Training for school children; Consider strategic visitor routes. 	<p>2</p> <p>2</p> <p>2</p>

Question 8: ‘Are there any other types of bicycle infrastructure that should be considered? If there are others what are they? Do you have any views on which types of infrastructure if any should be favoured in developing a network for Belfast?’

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Covered-in lock-up facilities i.e. cycle hubs, CCTV, paid storage, changing facilities, lighted bike shelters ▪ Physical separation from motorised traffic ▪ Expansion of Belfast Bikes ▪ Dutch style design especially roundabouts ▪ Cyclists should be able to access trains and buses ▪ Access to recreational cycling e.g. mountain bike ▪ Use main arterial routes 	<p>35</p> <p>25</p> <p>8</p> <p>8</p> <p>5</p> <p>4</p> <p>3</p>

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Priority crossing for cyclists and pedestrians at key junctions 	3
<ul style="list-style-type: none"> ▪ Use of quiet ways 	3
<ul style="list-style-type: none"> ▪ Shared mixed use paths should not be used 	3
<ul style="list-style-type: none"> ▪ More use of traffic signals for cyclists 	2
<ul style="list-style-type: none"> ▪ Transport Hubs and Belfast Rapid Transit should be used enhance cycling infrastructure 	2
<p>The following individual comments were also made by various responders:</p>	
<ul style="list-style-type: none"> ▪ Link to park and ride facilities; Reduce rat runs; Overhead cycle path; Cycle lane should not be near to parked cars; Proper use of tactile paving; Open more greenways; Provide bike space through speed bumps; Creative solutions for river crossings; Warning at junctions of left hand turning lorries; Foot rests at junctions; Bus stop by-passes; Temporary Greenway in areas within Belfast awaiting development approval; Divert road space for cycling and public transport; Left turn filters at junctions Facility for reporting poor road repairs; Routes should be well lit; Cycle training for children; Cycle training for cyclists who break rules of the road; Keep simple rather than perfect; Reduce Civil Service car parking to essential only; Traffic lights to favour pedestrians and cyclists; Don't mix bikes on bus lanes; Respect from all users of mixed shared pace; More contra flow cycle lanes in the city 	

Question 9: 'Do you support the use of the network requirements as detailed at paragraph 5.1?'

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Add that 'Design Outcomes' should include all new development involving changes to the road and other infrastructure <p>The following individual comments were also made by various responders:</p> <ul style="list-style-type: none"> ▪ Should have a 2-5% ring-fenced budget in parallel to road infrastructure; The acceptance of the five stages should not exclude the option to review requirements at other stages; Suggest wording at paragraph 5.1 should be altered to reflect co-operation with other bodies; Best practice should be adhered to throughout the scheme; Network requirements should be used in route selection, planning documents etc.; List of requirements at one stage should not preclude additions at a later stage; Much of this is deemed too costly. 	2

Question 10: 'Do you agree with the addition of 'Adaptability' as a network requirement? What other requirement would you like to see included?'

Summary comments	Number of comments
<p>The following individual comments were made by various responders:</p> <ul style="list-style-type: none"> ▪ Adaptability good as long as it favours the cyclist; Important to consider all types of cycles and increasing numbers of power assisted "movers"; Adaptability should not be used to limit routes or overall function of the network; Shared use paths should not be considered as part of the network; Decent signage, dedicated cycle lanes, all routes junctions, lanes, lights surfacing equivalent to Dutch standards; Collaboration between 	1

Summary comments	Number of comments
<p>different interest groups; Interconnectivity – good links to key bus and rail locations, bike parking, park and ride; Cognisance should be taken of the potential catchment area characteristics i.e. demographic profile rather than one size fits all; Network should be developed to take advantage of induced demand after improvements; Connect with and allow carriage on public transport during peak hours; Consider demographic rather than one size fits all; Designers should check routes on a bike before development; Value for money; Albert Bridge cycle lane; Analysis of provision in established bicycle societies and the impact on people with sight loss; Routes need to give opportunity for all to cycle; Core central network should be the starting point; Adaptability should not be used to limit routes; Provision is required for North Belfast; Use planting to cut down on traffic noise for bike lanes; New building use could change route requirement; Invest in Belfast Bike share scheme; Active travel to support development; Design for people putting pedestrians first; New lanes could create space for runners; More explicit prioritisation over vehicle traffic; First routes should be to popular hubs; Designated areas for cycling and walking to avoid confrontation; Link with Public Transport.</p>	

Question 11: ‘Do you agree that the routes should be planned and the facilities designed with the achievement of increasing numbers of people cycling in mind?’

Summary comments	Number of comments
<p>The following individual comments were made by various responders:</p> <ul style="list-style-type: none"> Proposed routes may not increase numbers as they are slow and meandering, need to use arterial routes to the city; Can only be taken forward in conjunction with other key transportation objectives relating to movement of people by public transport/pedestrians; Routes need to be as accessible as the road network – routes through parks will be compromised; Shared use paths not appropriate for increasing numbers; Mobility allowance should include bikes; Should reduce pedestrians /cyclist /traffic conflict; New road development should complement cycling routes; New routes could allow for increase in other sustainable modes of travel such as walking and scooting; Should consider increasing numbers walking and cycling to school; New routes should address 20% cycling from their inception; Routes going through parks will be compromised due to opening hours; What is the rationale for shared space; Particularly for school children; Planning should be based on current numbers. 	1

Question 12: ‘What are your views on segregation between people who walk, cycle or drive, between motorised and non-motorised traffic? Do you agree that there are levels of traffic (footway or carriageway) for which physical segregation is not always necessary such as quiet or residential routes?’

Summary comments	Number of comments
<ul style="list-style-type: none"> There should be clear and consistent segregation from motor traffic 	24

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Segregate cars bikes and pedestrians 	22
<ul style="list-style-type: none"> ▪ Segregation not necessary on quiet routes 	14
<ul style="list-style-type: none"> ▪ Segregation paramount in arterial and orbital routes 	6
<ul style="list-style-type: none"> ▪ Changes required to support quietways such as 20mph, block rat runs, radical de-prioritisation of vehicle traffic 	8
<ul style="list-style-type: none"> ▪ Cyclist and pedestrians should always be segregated except on quiet routes / parks 	4
<ul style="list-style-type: none"> ▪ Dedicated cycle lanes with robust physical barriers such as kerbs, vegetation 	3
<ul style="list-style-type: none"> ▪ Can have shared mixed use on recreational cycling 	2
<p>The following individual comments were also made by various responders:</p>	
<ul style="list-style-type: none"> ▪ Future proof for increased use so segregate pedestrians and cyclists now; Segregation leads to safety, confidence and comfort; Aim should be for shared spaces giving flexibility for different types of cyclists and road users; Segregation between motorists and cyclists should be prioritised over segregation between cyclists and pedestrians; Segregation can be achieved by removing street car parking, car tolls in city centre and closing lanes to traffic more effective than segregated lanes; There should be one protected and independent cycle lane between city centre and north / south / east / west; Lighting on off road routes for safer cycling; Only consider shared use where there is low level pedestrian footfall; Segregation between cyclists and motor traffic is only necessary; Cycle pedestrian segregation not always necessary when courtesy shown, assisted by signage and reminders; Monitor shared cycle pedestrian space and take necessary remedial action; Car cycle segregation dependent of the level and type of traffic; Where there is a risk eliminate it; Aim for shared use to give flexibility; 	

Summary comments	Number of comments
<p>Segregations needed at road junctions; Proper marked lanes that are sufficiently cleaned; Segregation not always necessary but necessary within the city; Some quiet ways don't have moving traffic but lots of parked making them unsafe; Restrict streets to access only; No sharing on footpaths or shared use; Moving from segregated to non-segregated needs clear direction and marking; Restrict to access only streets; Keep design simple; Segregation on arterial routes; Painted lines are not satisfactory; Consideration needs to be given on paths like the lagan towpath; Segregation required for children needed even in quiet streets; Segregation may not be required in the country; Shared use should be consider along with footway width; Those driver motor vehicles need to be more aware of the risks to cyclists; Segregated routes in high footfall areas need to be clearly marked so that pedestrians do not wander in front of cyclists.</p>	

Question 13: 'How important is the requirement that routes need to flow? What kind of signage or facilities should be provided?'

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Essential routes flow with minimised stopping and signage is consistent and clear 	33
<ul style="list-style-type: none"> ▪ Used coloured tarmac though junctions for safety and direction 	9
<ul style="list-style-type: none"> ▪ Maps should be everywhere including directions, rest stops, cycle hubs 	7
<ul style="list-style-type: none"> ▪ Dutch design for route naming, junction design, roundabouts 	5
<ul style="list-style-type: none"> ▪ Cyclists should have priority over cars 	5

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Hard segregation ▪ Accessible from all over the city ▪ Print signs on tarmac. ▪ Secure bike parking facilities ▪ Consider bus by-passes ▪ Signage should provide gradient where necessary 	<p>4</p> <p>3</p> <p>3</p> <p>3</p> <p>2</p> <p>2</p>
<p>The following individual comments were also made by various responders:</p> <ul style="list-style-type: none"> ▪ Routes should be quick and safe; Ability to turn left on red light; Dedicated cycle traffic lights would allow flow; Consider signage with approximate timings to destination; Convert parking bays to loading bays at particular hours; The necessity for smooth motorised traffic flow should not take priority; Cycle routes should avoid junctions when possible; Don't duplicate or have parallel routes; Education and behavioural training for all road users; Follow Copenhagen design; Not concerned about signage; Cyclists must be courteous at crossings when interaction with pedestrians; Integrate signage with regular street signs; Advance warning if a route joins mixed traffic; Sign to warn cyclists of left hand turning vehicles at appropriate junctions; Signage for Pedestrians, cyclists and motorists; Where cyclists and pedestrians converge have clear signage; Bi-lingual signs (Irish and English); Advance notice of available bike storage; Consider underpasses and bridges; Clear signage strategy; Pictograms rather than words for designs; Orbital routes might not be value for money; Digital signage providing journey times, weather conditions, cycle time; Use of different coloured tarmac to highlight cycle lanes- different colours for different routes; Installation of barriers should be avoided e.g. Hazelbank. 	

Question 14: ‘What is the relative importance between construction of a route and its maintenance? What other guiding principles would you suggest? Please explain.’

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Regular sweeping/cleaning 	17
<ul style="list-style-type: none"> ▪ Snow and leaf clearance 	14
<ul style="list-style-type: none"> ▪ Maintenance as important and construction 	11
<ul style="list-style-type: none"> ▪ Maintenance key priority 	6
<ul style="list-style-type: none"> ▪ High quality construction 	5
<ul style="list-style-type: none"> ▪ Management of utilities and post repair reinstatement 	4
<ul style="list-style-type: none"> ▪ Surface should be smooth and machine laid 	4
<ul style="list-style-type: none"> ▪ Well drained 	3
<ul style="list-style-type: none"> ▪ Design for low maintenance 	3
<ul style="list-style-type: none"> ▪ Lighting 	2
<ul style="list-style-type: none"> ▪ Design to avoid slippery surfaces 	2
<p>The following individual comments were also made by various responders:</p>	
<ul style="list-style-type: none"> ▪ Minimise intrusive planting; Ring fenced budget for maintenance and development; Long routes; Proper policing of routes; No speed bumps; Ensure street furniture is sympathetic cycle route; Cycle lane should not be taken over eg Customs House/ Queens Square; Baldy maintenance sends out the wrong message; Should be treated like and extension of the road network; Sustainable; Accessible; Attractive to users; Never use ‘cyclists dismount’; Where new routes prove successful provide more support to small business; Avoid cobbled surfaces for speed restrictions; Treatment of road traffic surfaces can improve cycling; eg better induction loops at lights, remove metal studs at crossings; Develop a committee to advise on the development of routes to advise on what their impact might be on others; Live counters to encourage sense of community. 	

Question 15: ‘With reference to the appendices in the draft Bicycle Network please set out your views on the proposed routes. We are interested in both the positives and negatives associated with the various sections of the proposed routes.’

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Lisburn, Ormeau, Antrim, Cavehill, Falls, Saintfield and Malone Roads should feature ▪ Dedicated cycle route required along Antrim Road to Gray's Lane preferable to route on North Queen Street ▪ Segregated route required along Boucher Road connecting Lisburn Road @ Balmoral and the Royal Victoria Hospital ▪ Routes 5 and 6 avoid destinations like shops and schools. Route 5 should start at Divis Street and travel along Falls Road. Route 6 should go along Lisburn Road and Boucher Road ▪ Some of the routes appear less direct than existing cycle / bus lanes e.g. Route 3 ▪ Consider the future development of the network within the context of the Local Development Plan for Belfast ▪ Inner ring should be a two way cycleway along the current vehicle inner ring. Middle ring should be based on dedicated and separate cycleways ▪ Two main strategic cycle routes should be placed at each point of the compass around the City Hall ▪ The two spinal streets in front of and behind City Hall need the highest profile with lanes laid out in a three lane pattern(bus, car, cycle) ▪ Along the embankment there should be a cycle/pedestrian crossing into the Queen’s University 	

<p>Physical Education Centre (PEC), next to the playground, to service cyclists from the towpath and Ormeau Road</p> <ul style="list-style-type: none"> ▪ Botanic Gardens should have lines separating cyclists/pedestrian and the cycle path should be marked green to make it more visible ▪ On Route 3 it is important to ensure that the path under the railway bridge is kept open and the gates to Ormeau Park taken down to make the route. Idea of bridge over Lagan is perfect ▪ Route 2 improvement needed at point where Comber Greenway approaches the Newtownards Road as there is no obvious way of leaving Greenway ▪ Appendix B – any cycle lane on Newtownards Road needs to be segregated and widened ▪ Appendix F – interesting but how do we connect to the Falls Road? ▪ The proposed network in east and south Belfast should be filled with another arterial route which could merge closer to the city centre ▪ The ring road should connect with the Loughshore path at Jordanstown 	
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Question 16: ‘What are the specific issues that may arise if bicycle infrastructure was constructed along the proposed route?’

Summary comments	Number of comments
▪ Low usage inviting criticism of waste of money	7
▪ Resistance from other road users	4
▪ Lack of directness missing shops, schools, RV Hospital etc.	3
▪ Resident objections	3
▪ Issues at road junctions roads intersections	2
▪ Disruption to road traffic	2
▪ Parks need to be open 24 hours	2
▪ Bikes to be given priority	2

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ New built routes will be second rate <p>The following individual comments were also made by various responders:</p> <ul style="list-style-type: none"> ▪ Reduce through traffic/permeability; New routes that cause traffic delay; Routes chosen already have good facilities; Motorists will want to park near to shops and services etc.; Motorists will not be happy with loss of space; Safety on certain routes; Use chevron space on the Antrim Road; Improve towpath at Ormeau and Albert Bridges; Pedestrians must have priority on shared spaces and shared spaces only used where there is low footfall; Shared spaces such as greenways must have sufficient width; Paths on both sides of Sydenham Road; Connect with the Belfast Bikes; Do not see any issues or only small impact; Use of bus lanes can have an impact of public transport; Needs to be more routes within the city; Routes need to be concentrated where the majority of people are based; The two orbital routes could be placed on quiet streets; Promote flexibility within the design; Pedestrian crossings need to be planned; Pedestrian access to bus stops needs to be planned; Where popular segregated routes then mix with traffic could cause problems; Impact of design standards on needs of the blind; Need to discuss with Belfast City Council; Alexandra Park can be hostile to bicycle traffic. 	2

Question 17: ‘What other alternative routes are available?’

Summary comments	Number of comments
<ul style="list-style-type: none"> ▪ Lisburn Road ▪ Ormeau Road ▪ Malone Road 	

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| <ul style="list-style-type: none"> ▪ Ravenhill Road ▪ Netwownards Road ▪ Antrim Road ▪ Castlereagh Road ▪ On the main arterial/communing routes ▪ Falls Road ▪ Balmoral Avenue ▪ Ravenhill Park ▪ Black Mountain Route ▪ Cavehill Road ▪ Ravenhill Park ▪ Andersonstown Leisure Centre via Lady Dixon ▪ Great Northern Street (BT9) to take cyclists away from Lisburn Road ▪ Crumlin Road ▪ Malone Road ▪ Most direct routes and reduce on street parking ▪ A route to Belfast Castle ▪ Make advisory lanes such as Woodstock Road and Grand Parade permanent and segregated ▪ Get more through green fields and parks away from traffic ▪ Create a bridge at the Gas Works ▪ Make Stranmillis embankment accessible from both sides ▪ Remove space for cars and repurpose for cycling ▪ Small amount for on street parking should remain but not detract from cycling ▪ Use Westlink path from Broadway to Grosvenor Road ▪ The middle ring should be based on dedicated and separated cycleways, which support greenways, not flood them with too many users ▪ There should be two strategic cycle routes placed on each point of the compass starting from the City Hall ▪ High profile cycle routes at the front and back of the City Hall | |
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| <ul style="list-style-type: none">▪ Maryville Street – Posnett St – Botonic with a bridge over Vernon street at the railway▪ Within the City Centre: High Street, Royal Avenue, Donegal Place, Donegal Square, Chichester Street, May Street, Howard Street▪ City Centre via Albertbridge Road to Comber Greenway▪ Cycle path along Donegall Road and Donegall Pass, from the Westlink to the Lagan▪ Titanic marina to Airport▪ Redevelop unused railways and open spaces | |
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6 Next Steps

Having considered all of the comments received during the consultation period the Department will use these to inform the revision of the draft Belfast Bicycle Network.

We are planning to produce the final Belfast Bicycle Network during the first half of 2018 subject to Ministerial approval.

ANNEX A

Respondents to public consultation

Active Belfast	IMTAC	Stephen O'Kane
Afonso Gomes	J Mitchell	Stuart Campbell
Agustina Martire	James Lynch	Tara Brooks
Aine O'Keeffe	James Stinson	Terence Winchcombe
Al Dorman	Jane Clarke	The Consumer Council
Alan Morrison	Jason Grant	Thomas McConaghie
Alastair Barr	Jeff Meredith	Thomas Smyth
Alastair Dorman	Jennifer Hanratty	Tim Stevens
Alastair Ward	John Ferguson	Translink
Aline	John Matchett	Upbeat cycle culture
Alissa Kleist	John McAliskey	Vincent Bradley
Andrew Allen	John McCaffrey	Calum Irvine
Andrew Cook	John McKeown	Carter Wickham
Andrew Flannery	John Murphy	Catherine McAleavey
Andrew Morrison	John Murphy	Ciara Brennan
Andrew Rollins	Jonathan Tester	Ciaran Byrne
Andrew Thomson	Julian Black	Ciaran McNally
Andrew Wood	Katreana Crawford	Clemence Dussol
Andy Beavis	Lisa Jardine	Clifford Megahey
Andy Boal	Louise Browne	Colm Devlin
Andy Frew	Lower Malone Residents'	Darren McCann
Ann Pendleton	Assoc'	Don McLean
Anon	Luke Moffett	Dr Damien Ó Tuama
Barry Montague	Lyndon Stephens	Fra Stone
Belfast City Council	M Greene	Gary
Belfast Harbour	Mairead Forsythe	Gavin McAllister
Commissioners	Marian Creaney	Ian O'Neill
Belfast Healthy Cities	Mark Kelso	James Gordon
Ben Weir	Mark Malone	John Finlay
Bern McClure	Mark McConaghy	John Walls
Bert Bailie	Mark McKeown	Johneen Wright
Bikefast	Martin Naughton	Keith Griffin
Bill Corr	Martin Samm	Kerrie Sweeney
Borghert Borghmans	Meabh Cormacain	Liam Mahaffy
Brian Hannon	Michael	Lisa O'Kane
Chartered Institution of	Michael Greene	Matthew McMullan
Highways and	Michele Hughes	Michael
Transportation	Naomh Gallagher	Michael Doherty
Children in Northern	NI Environment Link	Michael Rafferty
Ireland	NI Greenways	Michael Rea
Chris Martin	Niall Haslam	Michal Bryxí
Chris Murphy	Nick Brennan	Niall
Chris Webster	Nicola Gates	Niall Bleeks
Christopher Lyttle	Oonagh Murphy	Niall Convery
Ciaran Fox	Patrick Steele	Niamh Faloona
Conor Winchcombe	Paul Anderson	Nicola

Damien McAvoy	Peter Adams	Nicola Wheeler
Darren Gallagher	Phil Armstrong	Not known
Darren McKinstry	Phil Weir	Olivia McCormack
Dave Armstrong	Rachel Overton	Patrick Steele
Dave Dunn	Richard	Paul Gilmore
David Brown	Richard Leeman	Peadar Whelan
David McKibbin	RNIB	Peter Adams
David Wright	Rob Colwell	Peter Brennan
Denise McMahon	Robert Conn	Peter Mulholland
Denise Murphy	Robert Stringer	Public Health Agency
Desmond Murphy	Ronan James	Richard Gray
Domhnall Egan	Rónán Tansey	Russell Hobbs
Doris Gentemann	Roy White	Ruth McKittrick
Fearghal Murray	Ryan O'Reilly	Ryan Nolan
Fiona Montgomery	Sarah Ferguson	S Williams
Gary Bowes	Sean McLaughlin	Seamus Leheny
Gary Sloan	Shane McKee	Seamus mullen
Geraldine Burns	Sian Kerr	Sean Hardon
Gerard	Simon Reeve	Sean Lennon
Graham Cordner	Siobhan Greenan	Seán Ó Brolcháin
Graham Cordner	Smith, Michael	Sinead Walsh
Guide Dogs NI	South Belfast Green Party	Stephen Lemon
Herman Chan		Sustrans
Hugh Barry		Trevor Betts

