



# Belfast Rapid Transit Phase 2

Consultation Report

October 2022

# Notice

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# 1. Introduction

## 1.1. Overview of Project

The Department for Infrastructure (DfI) has commissioned Atkins to provide professional services in relation to developing Phase 2 of the Belfast Rapid Transit scheme.

Phase 1 of the Belfast Rapid Transit (BRT1) project – the pilot route network and service - opened on 3rd September 2018 under the Glider brand and introduced a rapid transit service between east and west Belfast through the city centre, with a link to Titanic Quarter.

DfI has identified the potential to further develop the Belfast Rapid Transit system to north and south Belfast with a possible extension of the existing G2 route to serve Queen's University and City Hospital. The project is referred to as Belfast Rapid Transit Phase 2 (BRT2). This is one of three projects being taken forward by DfI as part of the Belfast Region City Deal (BRCD) and Atkins has been commissioned to prepare the Outline Business Case (OBC).

As part of this commission, there was a requirement to undertake a public and stakeholder consultation exercise to obtain views on the route options which are currently being considered. The responses to the consultation are an important step in determining the preferred route for BRT2.

## 1.2. Technical work undertaken to inform consultation

### 1.2.1. Overview

To inform the consultation process, a significant body of technical work was undertaken to identify the route options, that is, the routes that are deemed to be capable of delivering a scheme which fulfils the following objectives of BRT2:

- Provide a safe, efficient and high quality public transport service;
- Support sustainable economic growth and regeneration;
- Provide equality through enhanced accessibility; and
- Support social inclusion and the integration of communities.

The technical work undertaken was presented in the form of the Route Audit Report and Options Assessment Report.

### 1.2.2. Route Audit

Detailed investigations were initially undertaken to ascertain if the potential BRT2 routes were able to physically accommodate the priority bus lanes required to enable the system to operate reliably. This analysis was carried out on a number of route options in order to identify the most suitable routes to be taken forward for further investigation. For each potential route the following was investigated:

- Engineering considerations;
- Opportunities and constraints
- Local issues to include parking and servicing
- Environmental considerations to include impact on trees and hedgerows
- Safety

The findings from this review are documented in the Route Audit Report.

### 1.2.3. Options Assessment

A further options assessment process was undertaken in two stages:

#### 1.2.3.1. Initial Assessment

The initial stage of the Route Options Assessment was to undertake a high level assessment of a long list of route options. This allowed unpromising options to be discarded at an early stage. The assessment included a review of:

- how the route could contribute to meeting the project objectives and wider Government policies and strategies; and

- the key viability and acceptability criteria of each route, including how the route could accommodate the necessary BRT infrastructure.

#### 1.2.3.2. Detailed Assessment

A detailed assessment was then undertaken for the most promising route options. The key issues that were assessed in order to refine the viable route options were as follows:

- the practical feasibility and suitability of the route to provide priority lanes for the BRT2 service;
- the potential positive impact of the route on public transport journey times and reliability;
- the accessibility of the route to key locations of employment, healthcare, leisure, commerce and regeneration;
- the commercial viability of the route and whether the route would provide value for money;
- whether the project would be within available funding if the route is selected; and
- the potential of the route to encourage more people to transfer from private car to public transport.

The findings from this review are documented in the Options Assessment Report.

### 1.3. Route Options for Consultation

Following the conclusions of the technical assessment, three route options were taken forward for public and stakeholder consultation as follows:

#### O'Neill Road to Cairnshill Park & Ride via Antrim Road and Ormeau Road

- The Antrim Road option which runs from the existing G1/G2 network at City Hall - Donegall Place – Royal Avenue - Donegall Street – Clifton Street - Carlisle Circus Roundabout - Antrim Road to a proposed Park & Ride/Interchange facility on O'Neill Road.
- The Ormeau Road option which runs from the existing G1/G2 network at City Hall - Great Victoria Street - Bruce Street - Bankmore Link - Ormeau Road – Ormeau Road / Ravenhill Road Roundabout - Saintfield Road to Cairnshill Park & Ride.
- The Glider G2 Extension which runs from the existing G2 network at Howard Street - Great Victoria Street - Bruce Street – Dublin Road - University Road, then connects with the Lisburn Road via Elmwood Avenue and back to the City Centre via Lisburn Road and Great Victoria Street. This route forms an extension to the existing G2 service which extends to the Titanic Quarter via the City Centre network

#### O'Neill Road to Cairnshill Park & Ride via Shore Road and Ormeau Road

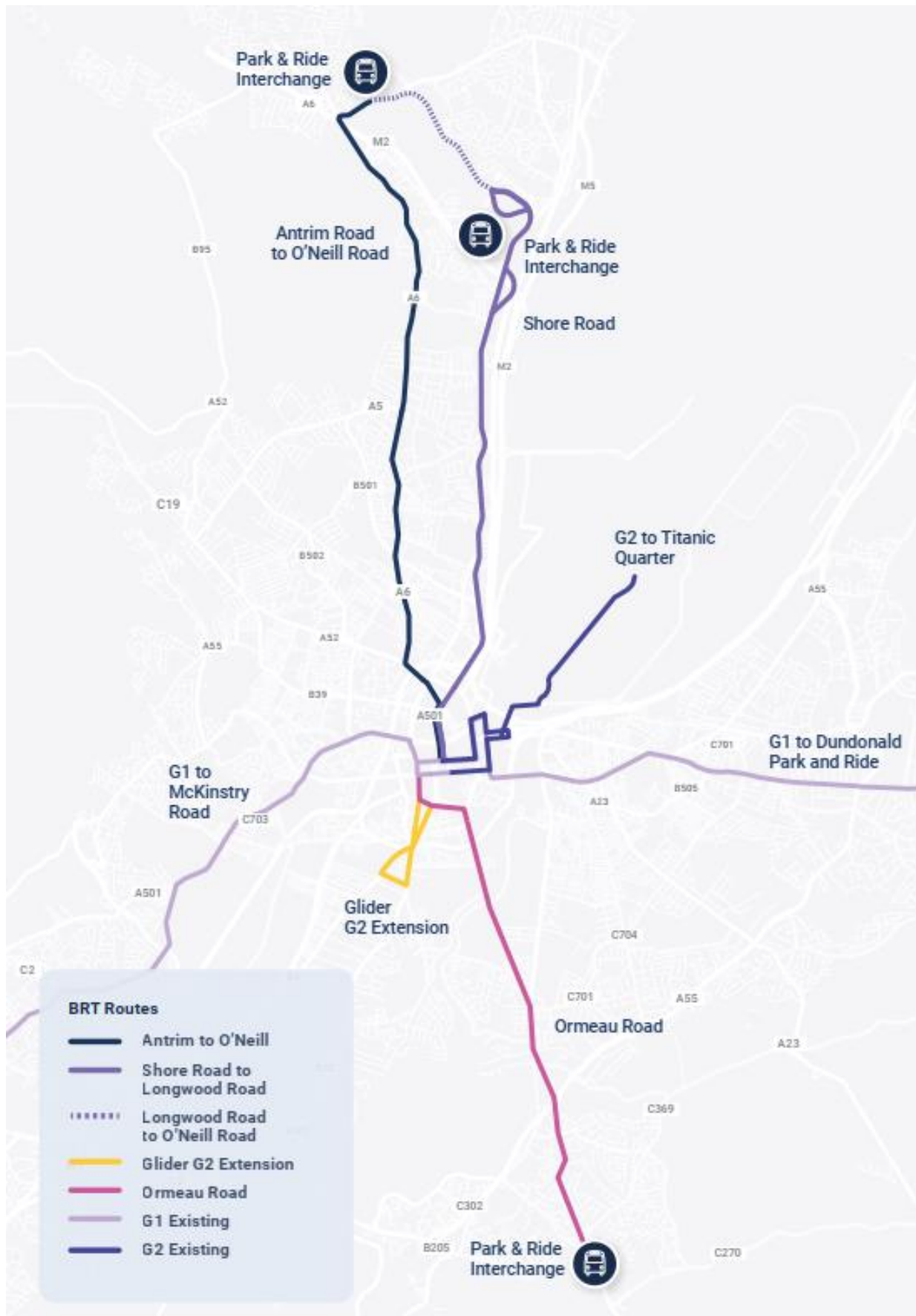
- The Shore Road option which runs from the existing G1/G2 network at City Hall - Donegall Place - Royal Avenue - York Street - York Road - Shore Road – Longwood Road - Church Road to a proposed Park & Ride/Interchange facility on O'Neill Road.
- The Ormeau Road option which runs from the existing G1/G2 network at City Hall - Great Victoria Street - Bruce Street - Bankmore Link - Ormeau Road – Ormeau Road / Ravenhill Road Roundabout - Saintfield Road to Cairnshill Park & Ride.
- The Glider G2 Extension which runs from the existing G2 network at Howard Street - Great Victoria Street - Bruce Street – Dublin Road - University Road, then connects with the Lisburn Road via Elmwood Avenue and back to the City Centre via Lisburn Road and Great Victoria Street. This route forms an extension to the existing G2 service which extends to the Titanic Quarter via the City Centre network.

### Longwood Road to Cairnshill Park & Ride via Shore Road and Ormeau Road

- The Shore Road option which runs from the existing G1/G2 network at City Hall - Donegall Place - Royal Avenue - York Street - York Road - Shore Road – Longwood Road to a proposed Park & Ride/ Interchange facility on Longwood Road
- The Ormeau Road option which runs from the existing G1/G2 network at City Hall - Great Victoria Street - Bruce Street - Bankmore Link - Ormeau Road – Ormeau Road / Ravenhill Road Roundabout - Saintfield Road to Cairnshill Park & Ride.
- The Glider G2 Extension which runs from the existing G2 network at Howard Street - Great Victoria Street - Bruce Street – Dublin Road - University Road, then connects with the Lisburn Road via Elmwood Avenue and back to the City Centre via Lisburn Road and Great Victoria Street. This route forms an extension to the existing G2 service which extends to the Titanic Quarter via the City Centre network.

Figure 1-1 presents the BRT2 route options which were the subject of consultation.

Figure 1-1 – BRT2 Route Options for Consultation





## 1.4. Purpose of the Report

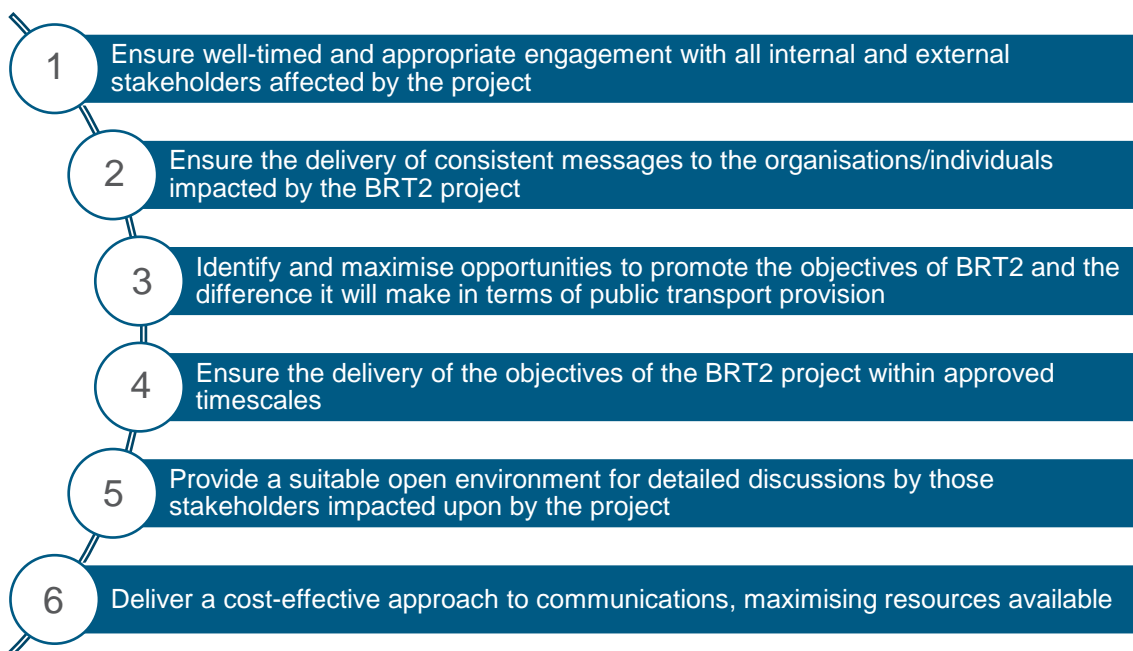
For this project to succeed, there is a need for effective community and stakeholder involvement. It is also important that local businesses and communities are given the opportunity to participate in the identification and development of preferred options.

This report provides a summary of the public consultation exercise undertaken with the local community and stakeholders and summarises their views and priorities which will be taken into consideration by the Department when selecting the preferred route for BRT2.

## 1.5. Consultation Objectives

The objectives to be met through the project consultation process are:

Figure 1-2 - Consultation Objectives



## 1.6. Structure of the Report

The remainder of this report is structured as follows:

- Section 2 – *Overview of Consultation* – Outlines the process undertaken to develop and support the consultation;
- Section 3 – *Survey Analysis* – Provides a graphical and tabular summary of the responses received as part of the consultation;
- Section 4 – *Consideration of key themes arising* – Provides a review of the key topics raised
- Section 5 – *Summary and Conclusions* – Highlights the main themes arising from the consultation

## 2. Overview of Consultation

### 2.1. Introduction

The formal Belfast Rapid Transit Phase 2 Public Consultation was held from Monday 26<sup>th</sup> July to Monday 4<sup>th</sup> October 2021, covering a 10 week period. Due to the ongoing impact of the Covid-19 pandemic, the consultation was largely undertaken virtually, however hardcopies of relevant materials were also made available. A number of virtual engagement events were also carried out with key stakeholders on request.

### 2.2. The Launch

The Online Consultation was launched on 26<sup>th</sup> July 2021 by the then Infrastructure Minister at an event at Belfast City Hall.

The launch included a press release and advertisements were also placed in the following newspapers:

- Belfast Telegraph
- Irish News
- Newsletter

### 2.3. Format of Consultation

#### 2.3.1. Public Consultation

At the outset of the project a number of in person public consultation events were initially planned to obtain feedback from the general public and to identify the needs of those who will be using BRT2.

However, due to Covid-19 restrictions and public health considerations, in person consultation was not considered practical nor feasible. As a result, consultations with the general public were largely delivered virtually using a range of media:

- **Consultation Website** - this provided extensive information including:
  - Ministerial Video introducing the consultation process
  - Key attributes of the Glider system
  - Updates on the progress to date in development of the BRT2 proposition
  - Detailed consideration of route options and the options assessment process
  - Next Steps for the project
  - Consultation Webinar
  - Online Survey/Feedback form
- **Scheme Brochure** which contained similar information to the website in hard copy
- **Feedback Form** which contained the same questions as the online questionnaire in hard copy
- **Freephone telephone line** which enabled members of the public to:
  - Leave verbal feedback
  - Request a scheme brochure and feedback form
- **Scheme email address** which enabled members of the public to:
  - Leave written feedback
  - Request a scheme brochure and feedback form

#### 2.3.2. Consultation Website

To facilitate the public consultation, a dedicated bespoke website was created to provide information on the assessment process undertaken and the emerging route options for consultation (<https://www.brt2.org/site/homePage>).

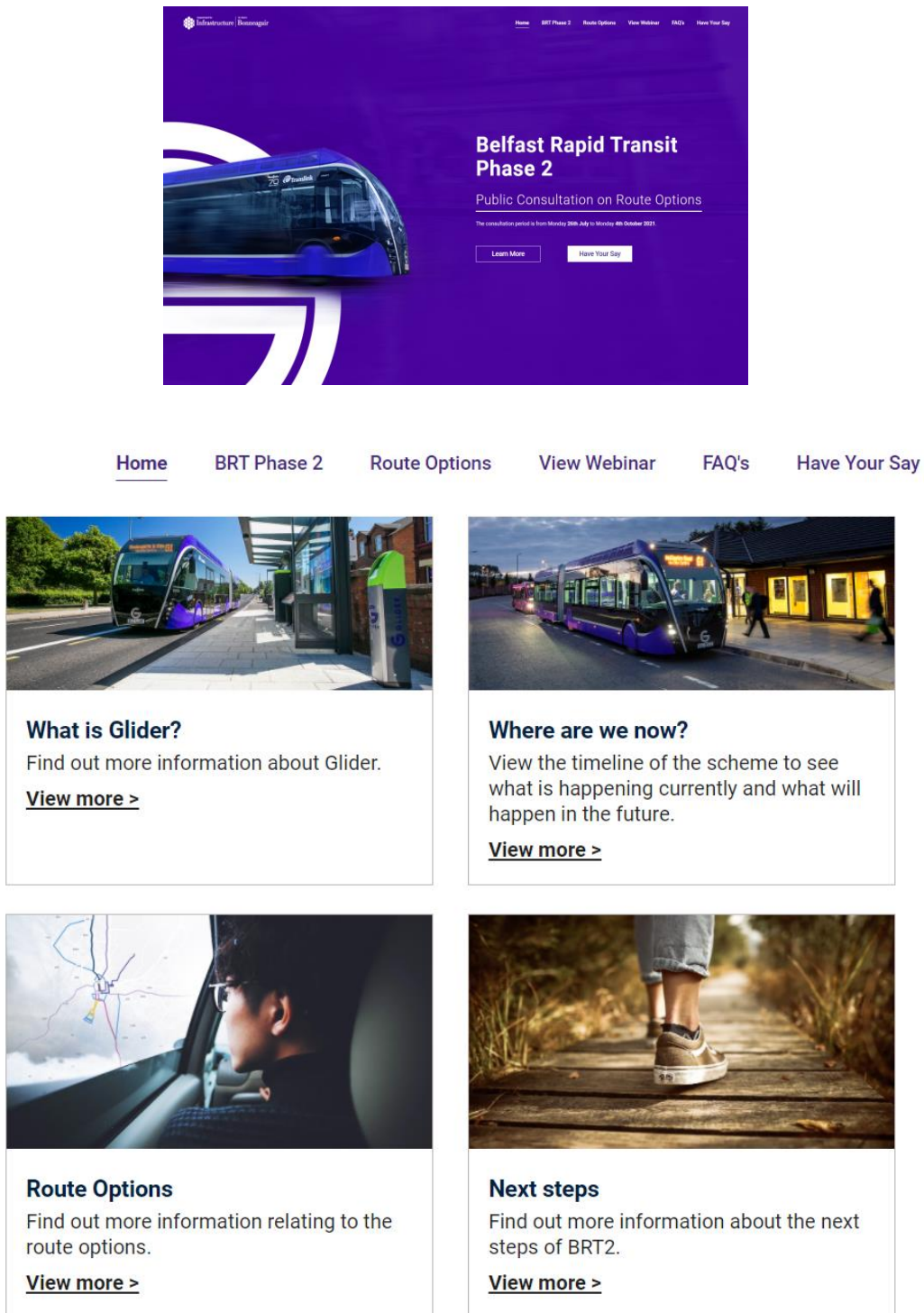
This website also provided the background to the project, the specific characteristics of the Glider system and the various route options which were assessed for the North, South and G2 extension options. The route options were categorised as either suitable or unsuitable, with an explanation provided as to the factors influencing this decision.

For each suitable route option, the website provided details on the likely design characteristics along each route including key changes to junction layouts, areas where localised road widening would be required and locations where existing parking provision would have to be removed or redesigned. Potential locations for complementary 'Park and Ride' facilities were also highlighted.

Details on the 'next steps' for the development of the proposals and the process for providing feedback on the route options were also included.

The site also housed a Ministerial video as well as a scheme information Webinar.

**Figure 2-1 - BRT2 Consultation Website**



### 2.3.3. Consultation Brochure

A public consultation brochure was also prepared to provide information on the route assessment process and the emerging options for consultation. This summarised all of the information available on the online consultation website.

The main purpose of the brochure was to ensure that an alternative information source was available for individuals who were unable to access the online consultation website. A copy of the brochure is included in Appendix A.1.

### 2.3.4. Feedback Form

In addition to the brochure, a feedback form was produced to collect and analyse responses, particularly from individuals who were unable to utilise the online consultation platform. The questions contained on the feedback form were exactly the same as those included on the scheme website. A copy of the feedback form is included in Appendix A.2.

### 2.3.5. Freephone and Email

To ensure that the consultation process was accessible for all, a dedicated BRT2 project freephone number (0800 054 1160) and email address ([BRT2@infrastructure-ni.gov.uk](mailto:BRT2@infrastructure-ni.gov.uk)) were set up. This provided a further option for individuals who were unable to access the online consultation website to share their feedback.

## 2.4. Stakeholder Engagement

In parallel with the public consultation process, the project team also facilitated a series of stakeholder engagement sessions. These events were undertaken by request, delivered virtually and consisted of a presentation by the BRT2 team followed by a Q&A session.

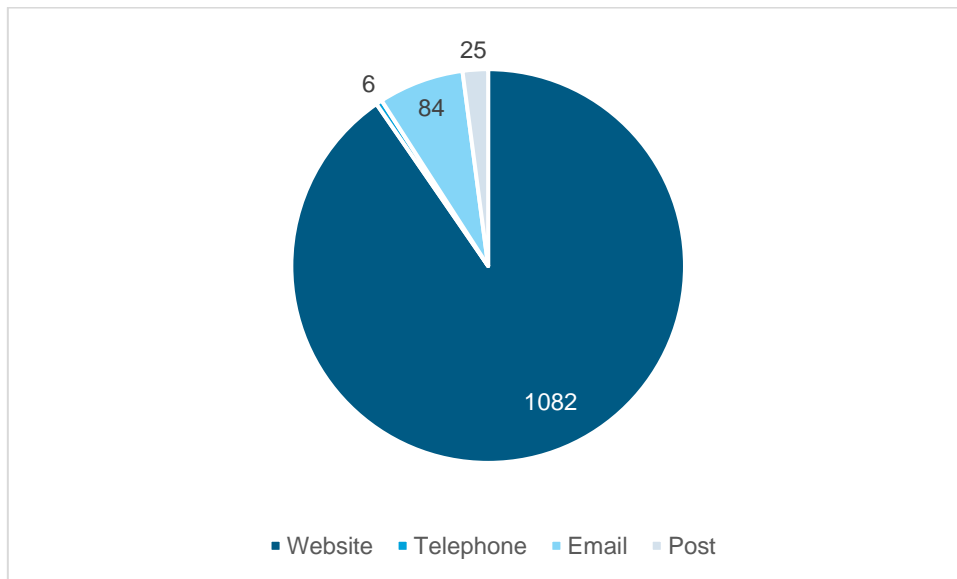
# 3. Consultation Response Analysis

## 3.1. General

Feedback from the public consultation was collected via the consultation website, by freephone, email and by post. Across the 10-week consultation period, **a total of 1197 responses were received**.

Figure 3-1 provides a breakdown of how many responses were received through each source.

**Figure 3-1 - Total Responses Received Across All Methods by Week**



## 3.2. Online Consultation Platform

This section provides an overview of the responses which were received on the online consultation website.

### 3.2.1. Postcodes

Individuals were asked “*What is your postcode? (This is solely for the purpose of understanding the geographical areas that responses are being submitted from).*”

This question was non-compulsory and, as a result, only 23% of respondents provided a postcode. Figure 3-2 graphically presents these postcodes geo-coded against the proposed routes.

Figure 3-2 - Responses Received by Postcode

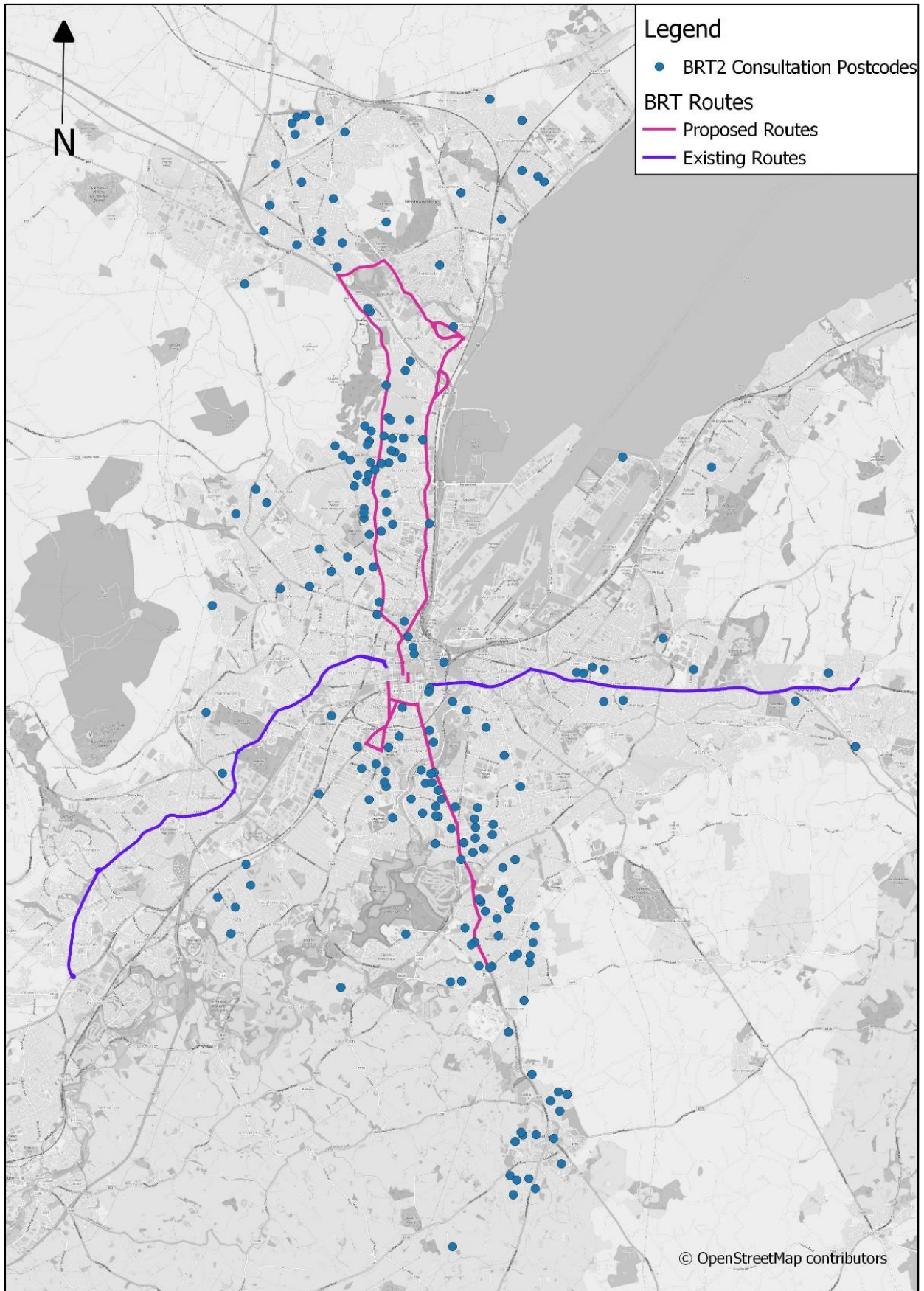


Table 3-1 provides a summary as to how postcodes best aligned to area and route.

**Table 3-1 - Postcode Breakdown by Route**

Area	No. of Postcodes	Percentage of Total Postcodes
North Belfast (Antrim Road and Shore Road options)	93	37%
South Belfast (South Route and G2 options)	114	45%
East Belfast	18	7%
West Belfast	8	3%
Areas Outside Greater Belfast Area	11	4%
Unable to be mapped (due to full postcode not being provided)	8	3%
<b>Total</b>	<b>252</b>	<b>100%</b>

### 3.2.2. BRT2 Route Options

Respondents were given a series of questions and asked to select a response from the following:

- Strongly agree;
- Agree;
- No Strong View/Unsure;
- Disagree; and
- Strongly Disagree

#### 3.2.2.1. Department's Consideration of Route Options

Figure 3-3 presents a summary of the responses received when individuals were asked “Do you agree that the Department has considered the most appropriate route options for Belfast Rapid Transit Phase 2?”

**Figure 3-3 - Responses Received for Question 1**

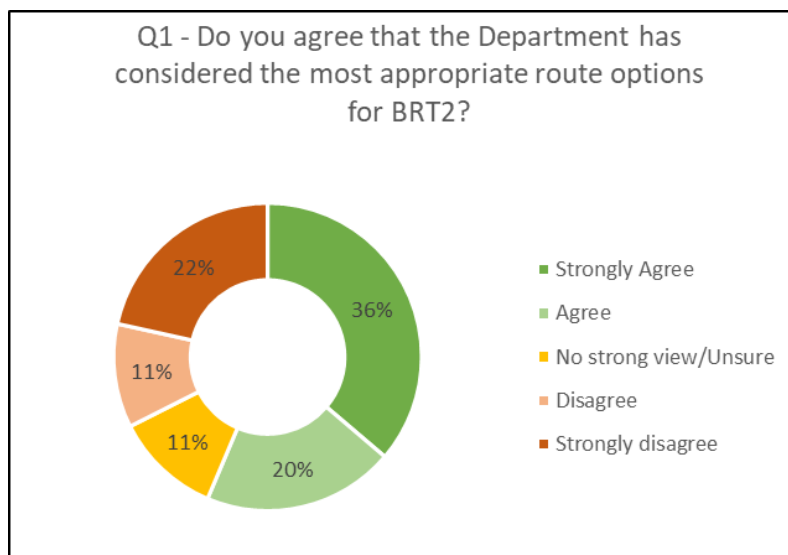


Figure 3-3 shows that the majority of respondents (56%) agree or strongly agree that the Department has considered the most appropriate routes. 33% of respondents disagree or strongly disagree while 11% expressed no strong view either way.

### 3.2.2.2. High Quality Public Transport System for Belfast

Figure 3-4 presents a summary of the responses received when individuals were asked “Do you believe that the route options will deliver a high-quality public transport system for Belfast?”

**Figure 3-4 - Responses Received for Question 2**

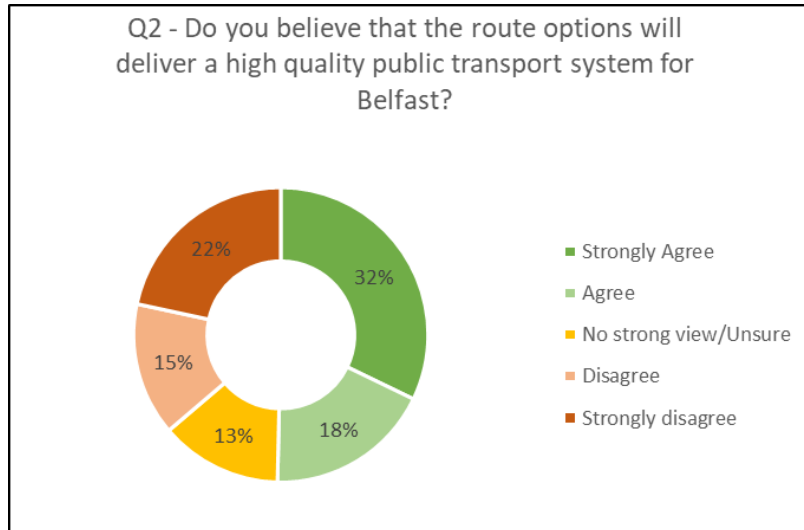


Figure 3-4 shows that half of respondents (50%) agree or strongly agree the route options will deliver a high quality public transport system for Belfast. 37% of respondents disagree or strongly disagree while 13% expressed no strong view either way.

### 3.2.2.3. Encourage Use of Public Transport

Figure 3-5 presents a summary of the responses received when individuals were asked “Do you believe that the route options will encourage people to travel by public transport rather than by car?”

**Figure 3-5 - Responses Received for Question 3**

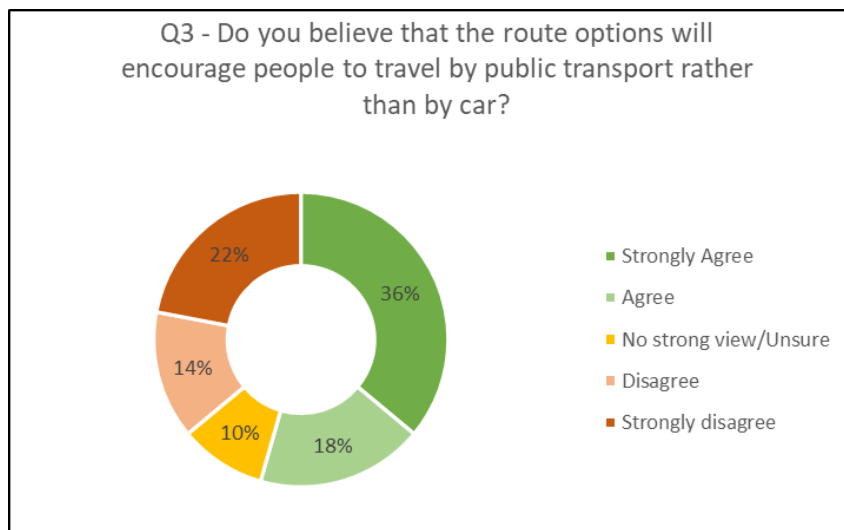


Figure 3-5 shows that the majority of respondents (54%) agree or strongly agree the route options will encourage people to travel by public transport rather than by car. 36% of respondents disagree or strongly disagree while 10% expressed no strong view either way.



### 3.2.2.4. Support Economic Growth and Regeneration in Belfast

Figure 3-6 presents a summary of the responses received when individuals were asked “Do you believe that the route options will support economic growth and regeneration in Belfast?”

Figure 3-6 - Responses Received for Question 4

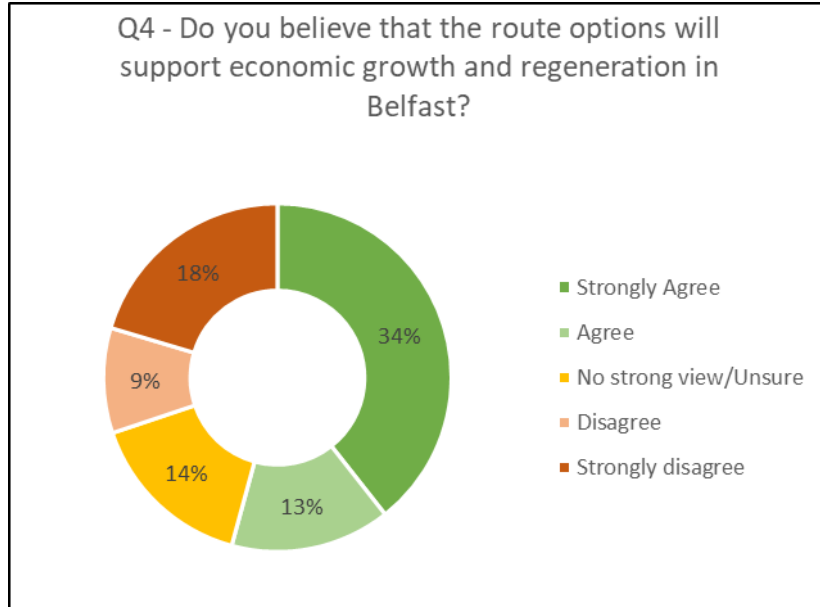


Figure 3-6 shows that 47% of respondents agree or strongly agree the route options will support economic growth and regeneration in Belfast. 27% of respondents disagree or strongly disagree while 14% expressed no strong view either way.

### 3.2.2.5. Improved Accessibility to Jobs, Shops, Hospitals, Education and Leisure Facilities in Belfast

Figure 3-7 presents a summary of the responses received when individuals were asked “Do you believe that the route options will provide improved accessibility to jobs, shops, hospitals, education and leisure facilities in Belfast?”

Figure 3-7 - Responses Received for Question 5

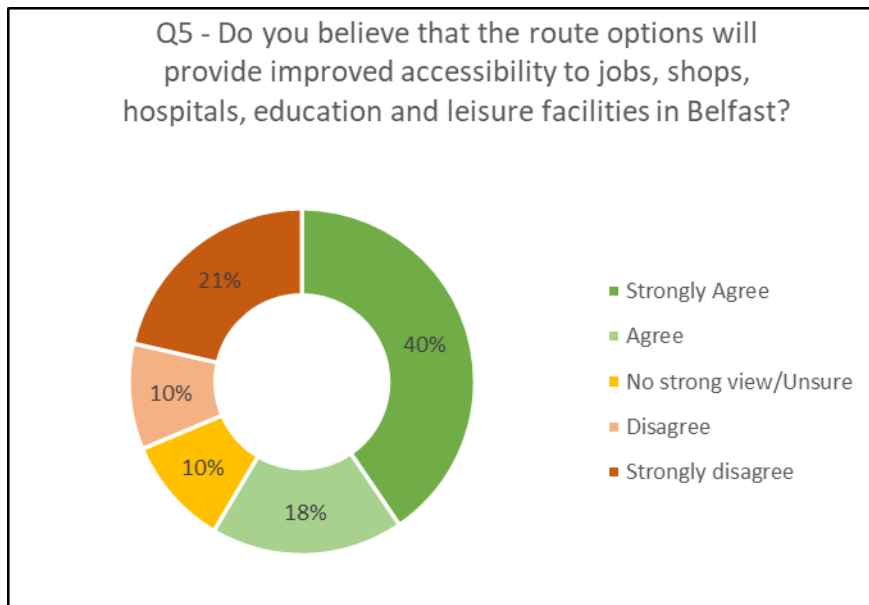


Figure 3-7 shows that the majority of respondents (58%) agree or strongly agree the route options will provide improved accessibility to jobs, shops, hospitals, education and leisure facilities in Belfast. 31% of respondents disagree or strongly disagree while 10% expressed no strong view either way.

### 3.2.2.6. Support the Integration of Communities within Belfast

Figure 3-8 presents a summary of the responses received when individuals were asked “Do you believe that the route options will support the integration of communities within Belfast?”

**Figure 3-8 - Responses Received for Question 6**

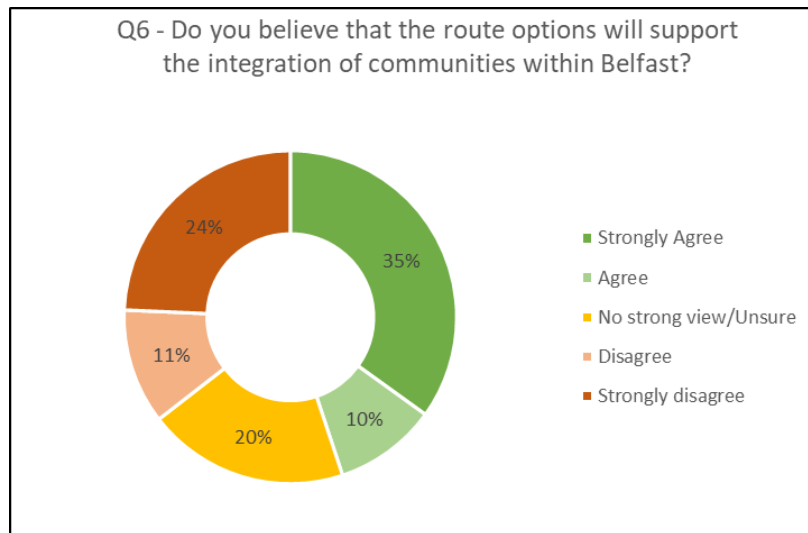


Figure 3-8 shows that 45% of respondents agree or strongly agree the route options will support the integration of communities within Belfast. 35% of respondents disagree or strongly disagree while 20% expressed no strong view either way.

### 3.2.3. Route Feedback

#### 3.2.3.1. General

Individuals were asked “Tick the routes you are providing feedback on”. Table 3-2 provides a summary of the options respondents selected.

*Note: Individuals were able to select multiple responses.*

**Table 3-2 - Number of Comments Received on Each Route**

Route	No. of Comments
North Route Antrim Road	324
North Route Shore Road to O’Neill Road	215
North Route Shore Road to Longwood Road	184
South Route	399
G2 Extension	138
<b>Total</b>	<b>1260</b>

Table 3-2 shows that a good level of comments were provided for each route, with South Route (399), Shore Road both route options (215+184=399) and Antrim Road (324) receiving the equal highest and second highest level of comments respectively.

### 3.2.3.2. North Route Antrim Road

After identifying that respondents wanted to provide feedback on North Route Antrim Road, individuals were asked “Do you have any comments you would like to raise regarding this route?”.

Due to the open nature of this question, the responses were varied. Table 3-3 summarises and organises the comments provided into themes. In summary,

- 47% of comments were in favour of the Antrim Road route option;
- 25% of comments were in favour of the Antrim Road route option, but with changes to the proposals;
- 19% of comments were against the Antrim Road route option; and
- 9% of comments were neutral or related to BRT/Glider services in general.

**Table 3-3 - Respondents Comments on North Route Antrim Road**

Theme	Reoccurring Comments	Percentage Antrim Road Comments
<b>In Favour of Antrim Road</b>		<b>47%</b>
General Support	<ul style="list-style-type: none"> <li>• Preferred route from the options available and represents the most logical/practical option; and</li> <li>• Most benefit to passengers.</li> </ul>	20%
Benefits to Schools, Businesses etc	<ul style="list-style-type: none"> <li>• Connections with tourism/visitor attractions e.g., Cavehill Country Park, Belfast Castle and Belfast Zoo;</li> <li>• Significant number of schools in the area; and</li> <li>• Range of retail, leisure and employment opportunities.</li> </ul>	13%
Large Residential Catchment	<ul style="list-style-type: none"> <li>• Large number of residential areas and densely populated surrounding the route; and</li> <li>• Major commuter route into Belfast.</li> </ul>	9%
Busy Existing Network	<ul style="list-style-type: none"> <li>• Existing buses are often full to capacity; and</li> <li>• High levels of traffic congestion in the area, which would be reduced by Glider.</li> </ul>	5%
<b>In Favour of Antrim Road with Changes to Proposals</b>		<b>25%</b>
Extension to Route	<ul style="list-style-type: none"> <li>• Extension into Glengormley – significant population in the area ;</li> <li>• Extension to Sandyknowes Roundabout – potential Park and Ride location;</li> <li>• Extension to Newtownabbey – significant population in the area; and</li> <li>• Extension to New Mossley.</li> </ul>	16%
Combination of Antrim and Shore Road	<ul style="list-style-type: none"> <li>• Formation of a loop running along both Antrim and Shore Road.</li> </ul>	8%
Park and Ride Location	<ul style="list-style-type: none"> <li>• Concerns around the number of cars this will bring to the surrounding residential areas (e.g. Tobar Glen).</li> </ul>	1%
<b>Against Antrim Road</b>		<b>19%</b>
General Against	<ul style="list-style-type: none"> <li>• General opposition to the route;</li> <li>• Preference for Shore Road; and</li> <li>• Anti-social behaviour/disturbance to the area.</li> </ul>	5%
Detriment to Schools, Businesses etc	<ul style="list-style-type: none"> <li>• Disruption to businesses during construction, removal of parking etc.</li> </ul>	3%

Theme	Reoccurring Comments	Percentage Antrim Road Comments
Traffic Issues	<ul style="list-style-type: none"> <li>Existing traffic congestion which will only be made worse; <ul style="list-style-type: none"> <li>Areas mentioned in comments include: <ul style="list-style-type: none"> <li>Carlisle Circus</li> <li>O'Neill Road;</li> <li>Clifton Street; and</li> <li>Antrim Road generally.</li> </ul> </li> </ul> </li> </ul>	5%
Bus Service is Good Enough	<ul style="list-style-type: none"> <li>Area is already well served by the bus network.</li> </ul>	3%
Existing Infrastructure isn't sufficient	<ul style="list-style-type: none"> <li>Road network is too narrow to accommodate a Glider; and</li> <li>Area is already over utilised by other vehicles.</li> </ul>	3%
<b>Neutral or BRT/Glider Related</b>		<b>9%</b>
General BRT Issue	<ul style="list-style-type: none"> <li>Money would be better spent on improving existing bus routes;</li> <li>Routes shouldn't go through the City Centre; and</li> <li>Concerns around bus lane operation e.g., parking/waiting restrictions.</li> </ul>	3%
Relating to BRT1	<ul style="list-style-type: none"> <li>Pedestrian safety concerns during construction and operation of BRT1 routes.</li> </ul>	1%
Cycling	<ul style="list-style-type: none"> <li>Facilitation of cycle lanes alongside bus lanes.</li> </ul>	1%
Environmental Issues	<ul style="list-style-type: none"> <li>Preservation of mature trees, especially around O'Neill Road Park and Ride site.</li> </ul>	1%
Not route option selection specific	<ul style="list-style-type: none"> <li>No comment or n/a;</li> <li>Incentives for using Glider;</li> <li>Reduction in amount of stops/length for time saving; and</li> <li>Thought other routes would be included e.g., Loop with Ballysillan and Crumlin Road.</li> </ul>	3%

### 3.2.3.3. North Route Shore Road to O’Neill Road

After identifying that respondents wanted to provide feedback on North Route Shore Road to O’Neill Road, individuals were asked “Do you have any comments you would like to raise regarding this route?”.

Due to the open nature of this question, the responses were varied.

Table 3-4 summarises and organises the comments provided into themes. In summary,

- 24% of comments were in favour of the Shore Road to O’Neill Road route option;
- 20% of comments were in favour of the Shore Road to O’Neill Road route option, but with changes to the proposals;
- 41% of comments were against the Shore Road to O’Neill Road route option; and
- 15% of comments were neutral or related to BRT/Glider services in general.

**Table 3-4 - Respondents Comments on North Route Shore Road to O’Neill Road**

Theme	Reoccurring Comments	Percentage Shore Road (O’Neill Road) Comments
<b>In Favour of Shore Road to O’Neill Road</b>		<b>24%</b>
General Support	<ul style="list-style-type: none"> <li>• Preferred route from the options available and represents the most logical/practical option</li> </ul>	10%
Preference for Antrim Road, but good option	<ul style="list-style-type: none"> <li>• More benefits for Antrim Road, but happy for Shore Road to go ahead</li> </ul>	3%
Benefit to Schools, Businesses etc	<ul style="list-style-type: none"> <li>• Connections with Ulster University;</li> <li>• Connections with Abbey Centre; and</li> <li>• Range of retail, leisure and employment opportunities.</li> </ul>	10%
Limited Existing Bus Services	<ul style="list-style-type: none"> <li>• Existing bus services are limited in this area.</li> </ul>	1%
<b>In Favour of Shore Road to O’Neill Road with Changes to Proposals</b>		<b>20%</b>
Extension to Route	<ul style="list-style-type: none"> <li>• Extension into Glengormley – significant population in the area;</li> <li>• Extension to Sandyknowes Roundabout – potential Park and Ride location;</li> <li>• Extension to Newtownabbey – significant population in the area; and</li> <li>• Extension to Carnmoney.</li> </ul>	9%
Combination of Antrim and Shore Road	<ul style="list-style-type: none"> <li>• Formation of a loop running along both Antrim and Shore Road.</li> </ul>	8%
Park and Ride Location	<ul style="list-style-type: none"> <li>• Concerns around the number of cars this will bring to the surrounding residential areas (e.g. Tobar Glen).</li> </ul>	2%
Needs connection with existing infrastructure	<ul style="list-style-type: none"> <li>• Connections to Yorkgate Station; and</li> <li>• Integration with York Street Interchange.</li> </ul>	1%
<b>Against Shore Road to O’Neill Road</b>		<b>41%</b>

Theme	Reoccurring Comments	Percentage Shore Road (O'Neill Road) Comments
General Against	<ul style="list-style-type: none"> <li>• General opposition to the route;</li> </ul>	12%
Detriment to Schools, Businesses etc	<ul style="list-style-type: none"> <li>• Disruption to businesses during construction, removal of parking etc.</li> </ul>	1%
Traffic Issues	<ul style="list-style-type: none"> <li>• Existing traffic congestion which will only be made worse: <ul style="list-style-type: none"> <li>- Areas mentioned in comments include: <ul style="list-style-type: none"> <li>▪ Fortwilliam Park; and</li> <li>▪ Shore Road generally.</li> </ul> </li> </ul> </li> </ul>	6%
Antrim Road serves a better range of services and residents	<ul style="list-style-type: none"> <li>• There are not as many businesses or attractors when compared with Antrim Road; and</li> <li>• There are less housing areas/residents/schools when compared with Antrim Road.</li> </ul>	16%
Duplication of train service	<ul style="list-style-type: none"> <li>• Train line is underused and should be promoted/extended instead.</li> </ul>	6%
<b>Neutral or BRT/Glider Related</b>		<b>14%</b>
General BRT Issue	<ul style="list-style-type: none"> <li>• Money would be better spent on improving existing bus routes;</li> <li>• Routes shouldn't go through the City Centre; and</li> <li>• Concerns around bus lane operation e.g., parking/waiting.</li> </ul>	5%
Cycling	<ul style="list-style-type: none"> <li>• Facilitation of cycle lanes alongside bus lanes.</li> </ul>	0.5%
Environmental Issues	<ul style="list-style-type: none"> <li>• Preservation of mature trees, especially around O'Neill Road Park and Ride site; and</li> <li>• Concerns around potential impact of pollution.</li> </ul>	0.5%
Not route option selection specific	<ul style="list-style-type: none"> <li>• No comment or n/a; and</li> <li>• Incentives for using Glider.</li> </ul>	8%

### 3.2.3.4. North Route Shore Road to Longwood Road

After identifying that respondents wanted to provide feedback on North Route Shore Road to Longwood Road, individuals were asked “Do you have any comments you would like to raise regarding this route?”.

Due to the open nature of this question, the responses were varied. Table 3-5 summarises and organises the comments provided into themes. In summary,

- 23% of comments were in favour of the Shore Road to Longwood Road route option;
- 12% of comments were in favour of the Shore Road to Longwood Road route option, but with changes to the proposals;
- 48% of comments were against the Shore Road to Longwood Road route option; and
- 17% of comments were neutral or related to BRT/Glider services in general.

**Table 3-5 - Respondents Comments on North Route Shore Road to Longwood Road**

Theme	Reoccurring Comments	Percentage of Shore Road to Longwood Rd Comments
<b>In Favour of Shore Road to Longwood Road</b>		<b>23%</b>
General Support	<ul style="list-style-type: none"> <li>• Preferred route from the options available and represents the most logical/practical option.</li> </ul>	11%
Preference for Antrim Road, but still happy with this option	<ul style="list-style-type: none"> <li>• More benefits for Antrim Road, but happy for Shore Road to go ahead.</li> </ul>	3%
Benefit to Schools, Businesses etc	<ul style="list-style-type: none"> <li>• Connections with Abbey Centre; and</li> <li>• Range of retail, leisure and employment opportunities.</li> </ul>	7%
Limited Existing Bus Services	<ul style="list-style-type: none"> <li>• Existing bus services are limited in this area and could be improved.</li> </ul>	2%
<b>In Favour of Shore Road to Longwood Road with Changes to Proposals</b>		<b>12%</b>
Extension to Route	<ul style="list-style-type: none"> <li>• Extension into Glengormley – significant population in the area; and</li> <li>• Extension to Newtownabbey/Whiteabbey – significant population in the area.</li> </ul>	5%
Combination of Antrim and Shore Road	<ul style="list-style-type: none"> <li>• Formation of a loop running along both Antrim and Shore Road.</li> </ul>	6%
Needs connection with existing infrastructure	<ul style="list-style-type: none"> <li>• Connections to Yorkgate Station.</li> </ul>	1%
<b>Against Shore Road to Longwood Road</b>		<b>48%</b>
General Against	<ul style="list-style-type: none"> <li>• General opposition to the route.</li> </ul>	16%
Detriment to Schools, Businesses etc	<ul style="list-style-type: none"> <li>• Disruption to businesses during construction, removal of parking etc.</li> </ul>	1%

Theme	Reoccurring Comments	Percentage of Shore Road to Longwood Rd Comments
Traffic Issues	<ul style="list-style-type: none"> <li>• Existing traffic congestion which will only be made worse;               <ul style="list-style-type: none"> <li>- Areas mentioned in comments include:                   <ul style="list-style-type: none"> <li>▪ Longwood Road; and</li> <li>▪ Shore Road generally.</li> </ul> </li> </ul> </li> </ul>	6%
Antrim Road serves a better range of services and residents	<ul style="list-style-type: none"> <li>• There are not as many businesses or attractors when compared with Antrim Road;</li> <li>• There are less housing areas/residents/schools when compared with Antrim Road; and</li> <li>• General preference for Antrim Road.</li> </ul>	18%
Shore Road to O'Neill Road is better	<ul style="list-style-type: none"> <li>• Preference for Shore Road to O'Neill Road.</li> </ul>	2%
Duplication of train service	<ul style="list-style-type: none"> <li>• Train line is underused and should be promoted/extended instead.</li> </ul>	5%
<b>Neutral or BRT/Glider Related</b>		<b>17%</b>
General BRT Issue	<ul style="list-style-type: none"> <li>• Money would be better spent on improving existing bus routes;</li> <li>• Routes shouldn't go through the City Centre; and</li> <li>• Concerns around bus lane operation e.g., parking, time restrictions.</li> </ul>	6%
Environmental Issues	<ul style="list-style-type: none"> <li>• Concerns around potential impact of pollution.</li> </ul>	1%
Not route option selection specific	<ul style="list-style-type: none"> <li>• No comment or n/a; and</li> <li>• Incentives for using Glider.</li> </ul>	10%



### 3.2.3.5. South Route

After identifying that respondents wanted to provide feedback on South Route, individuals were asked “Do you have any comments you would like to raise regarding this route?”.

Due to the open nature of this question, the responses were varied. Table 3-6 summarises and organises the comments provided into themes. In summary,

- 25% of comments were in favour of the South Route option;
- 43% of comments were in favour of the South Route option, but with changes to the proposals;
- 23% of comments were against the South Route option; and
- 9% of comments were neutral or related to BRT/Glider services in general.

**Table 3-6 - Respondents Comments on South Route**

Theme	Reoccurring Comments	Percentage of South Route Total Comments
<b>In Favour of South Route</b>		<b>25%</b>
General Support	<ul style="list-style-type: none"> <li>• Preferred route from the options available and represents the most logical/practical option; and</li> <li>• Most benefit to passengers.</li> </ul>	15%
Benefits to Schools, Businesses etc	<ul style="list-style-type: none"> <li>• Range of retail, leisure and employment opportunities               <ul style="list-style-type: none"> <li>- Areas of note include:                   <ul style="list-style-type: none"> <li>▪ Gasworks;</li> <li>▪ Forestside Shopping Centre;</li> <li>▪ Botanic; and</li> <li>▪ Knockbracken Healthcare Park.</li> </ul> </li> </ul> </li> </ul>	3%
Large Residential Catchment	<ul style="list-style-type: none"> <li>• Large number of residential areas and densely populated surrounding the route; and</li> <li>• Major commuter route into Belfast.</li> </ul>	2%
Busy Existing Network	<ul style="list-style-type: none"> <li>• Existing bus provision is not adequate; and</li> <li>• High levels of traffic congestion in the area, which would be reduced by Glider.</li> </ul>	5%
<b>In Favour of South Route with Changes to Proposals</b>		<b>43%</b>
Extension to Route	<ul style="list-style-type: none"> <li>• Extension of the route to Carryduff – significant population, housing developments and attractors e.g. Let’s Go Hydro.</li> </ul>	38%
Inclusion of Lisburn Road	<ul style="list-style-type: none"> <li>• Route should also utilise Lisburn Road.</li> </ul>	3%
Loop with Malone or Ravenhill Road	<ul style="list-style-type: none"> <li>• Development of a loop using Ormeau Road and Malone/Ravenhill Road.</li> </ul>	2%
<b>Against South Route</b>		<b>23%</b>
General Against	<ul style="list-style-type: none"> <li>• General opposition to the route; and</li> <li>• Does not serve a wide area of South Belfast.</li> </ul>	2%
Detriment to Schools, Businesses etc	<ul style="list-style-type: none"> <li>• Disruption to businesses during construction, removal of parking.</li> </ul>	3%

Theme	Reoccurring Comments	Percentage of South Route Total Comments
Traffic issues	<ul style="list-style-type: none"> <li>Existing traffic congestion which will only be made worse; <ul style="list-style-type: none"> <li>Areas mentioned in comments include: <ul style="list-style-type: none"> <li>Saintfield Road;</li> <li>Forestside;</li> <li>Ormeau Road/Ravenhill Road/Carolán Road junction; and</li> <li>Ormeau Road generally.</li> </ul> </li> </ul> </li> <li>Parking is already poor in this area and will be made worse.</li> </ul>	13%
Bus Service is Good Enough	<ul style="list-style-type: none"> <li>Area is already well served by the bus network / Duplication of services.</li> </ul>	4%
Existing Infrastructure is not Sufficient	<ul style="list-style-type: none"> <li>Road network is too narrow to accommodate a Glider.</li> </ul>	1%
<b>Neutral or BRT/Glider Related</b>		<b>9%</b>
General BRT Issue	<ul style="list-style-type: none"> <li>Money would be better spent on improving existing bus routes;</li> <li>Routes shouldn't go through the City Centre; and</li> <li>Concerns around bus lane operation e.g., parking, time restrictions.</li> </ul>	4%
Relating to BRT1	<ul style="list-style-type: none"> <li>Direct connection to existing BRT routes</li> </ul>	0.5%
Cycling	<ul style="list-style-type: none"> <li>Dedicated cycle lanes separate from the bus lanes;</li> <li>Bike docking stations at Glider halts; and</li> <li>Concern around removal of cycle infrastructure on Bankmore Link.</li> </ul>	2%
Environmental Issues	<ul style="list-style-type: none"> <li>Concerns around potential impact of pollution.</li> </ul>	2%
Not route option selection specific	<ul style="list-style-type: none"> <li>No comment or n/a;</li> <li>Incentives for using Glider;</li> <li>Only route not already served by train links; and</li> <li>Thought other routes would be included e.g., Belvoir Estate.</li> </ul>	0.5%

### 3.2.3.6. G2 Extension

After identifying that respondents wanted to provide feedback on G2 Extension, individuals were asked “Do you have any comments you would like to raise regarding this route?”.

Due to the open nature of this question, the responses were varied. Table 3-7 summarises and organises the comments provided into themes. In summary,

- 36% of comments were in favour of the G2 Extension option;
- 19% of comments were in favour of the G2 Extension option, but with changes to the proposals;
- 19% of comments were against the G2 Extension option; and
- 26% of comments were neutral or related to BRT/Glider services in general.

**Table 3-7 - Respondents Comments on G2 Extension**

Theme	Reoccurring Comments	Percentage of G2 Extension Comments
<b>In Favour of G2 Extension</b>		<b>36%</b>
General Support	<ul style="list-style-type: none"> <li>• Preferred route from the options available and represents the most logical/practical option</li> </ul>	21%
Benefits to University, Businesses etc	<ul style="list-style-type: none"> <li>• Connections with tourism/visitor attractions e.g., Titanic Quarter;</li> <li>• Connections with Queens University; and</li> <li>• Connections with Belfast City Hospital.</li> </ul>	12%
Busy Existing Network	<ul style="list-style-type: none"> <li>• Additional services will be of benefit to the area.</li> </ul>	3%
<b>In Favour of G2 Extension with Changes to Proposals</b>		<b>19%</b>
Extension to Route	<ul style="list-style-type: none"> <li>• Route extended further along Lisburn Road;</li> <li>• Route extended further to Belfast City Airport;</li> <li>• Connections with Belfast Transport Hub; and</li> <li>• Connections with Student Areas/University accommodation.</li> </ul>	17%
Using Eglantine Avenue instead of Elmwood Avenue	<ul style="list-style-type: none"> <li>• Route using Eglantine Avenue instead of Elmwood Avenue.</li> </ul>	2%
<b>Against G2 Extension</b>		<b>19%</b>
General Against	<ul style="list-style-type: none"> <li>• General opposition to the route.</li> </ul>	4%
Low numbers of people currently using or would use	<ul style="list-style-type: none"> <li>• Low numbers currently using the G2 service; and</li> <li>• Currently operating at a loss and not worth the investment.</li> </ul>	2%
Traffic issues	<ul style="list-style-type: none"> <li>• Existing traffic congestion which will only be made worse; <ul style="list-style-type: none"> <li>- Areas mentioned in comments include: <ul style="list-style-type: none"> <li>▪ Traffic lights on Elmwood Avenue;</li> <li>▪ Area around City Hospital/Lisburn Road; and</li> <li>▪ General area.</li> </ul> </li> </ul> </li> <li>• Implications on other surrounding areas; and</li> <li>• Loss of on-street parking.</li> </ul>	9%
Bus Service is Good Enough	<ul style="list-style-type: none"> <li>• Areas is already well served by the bus network.</li> </ul>	2%

Theme	Reoccurring Comments	Percentage of G2 Extension Comments
Existing Infrastructure isn't Sufficient	<ul style="list-style-type: none"> <li>Road network is too narrow to accommodate a Glider.</li> </ul>	2%
<b>Neutral or BRT/Glider Related</b>		<b>26%</b>
General BRT Issue	<ul style="list-style-type: none"> <li>Money would be better spent on improving existing bus routes; and</li> <li>Concerns around bus lane operation e.g., parking, time restrictions.</li> </ul>	6%
Relating to BRT1	<ul style="list-style-type: none"> <li>Extension to Newtownards route.</li> </ul>	1%
Cycling	<ul style="list-style-type: none"> <li>Facilitation of cycle lanes alongside bus lanes e.g. Elmwood Avenue.</li> </ul>	5%
Comments relating to South Route	<ul style="list-style-type: none"> <li>Extension of route into Carryduff.</li> </ul>	6%
Not route option selection specific	<ul style="list-style-type: none"> <li>No comment or n/a;</li> <li>Incentives for using Glider; and</li> <li>Thought other routes would be included e.g., Sandy Row, Jubilee Road.</li> </ul>	8%

### 3.3. Additional Comments

The public consultation also enabled people to leave general comments in one of two ways:

1. Via answering the following question using the online feedback form:  
 “Do you have any specific comments regarding the route options for BRT Phase 2?” [599 comments]
2. Via use of the freephone and email options [29 comments].

Due to the open nature of this question, the responses were varied. Table 3-8 summarises and organises the comments provided into themes. Of these comments,

- 26% were related to North Routes;
- 34% were related to South Route;
- 1% were related to G2 Extension; and
- 39% were general BRT/Glider related concerns

**Table 3-8 - Respondents General Comments**

Theme	Recurring Comments	Percentage of General Comments
<b>North Routes</b>		<b>26%</b>
In favour of Shore Road	<ul style="list-style-type: none"> <li>• General support for either Shore Road option;</li> <li>• Support for Shore Road to O’Neill Road option; and</li> <li>• Support for the Shore Road to Longwood Road option.</li> </ul>	3%
In favour of Antrim Road	<ul style="list-style-type: none"> <li>• General support for Antrim Road option;</li> <li>• Large residential catchment;</li> <li>• Significant level of businesses, attractors and schools.</li> </ul>	9%
Against Shore Road	<ul style="list-style-type: none"> <li>• General opposition to the route.</li> </ul>	1%
Against Antrim Road	<ul style="list-style-type: none"> <li>• General opposition to the route.</li> </ul>	1%
Extension to Route	<ul style="list-style-type: none"> <li>• Extension into Glengormley – significant population in the area;</li> <li>• Extension to Newtownabbey/Whiteabbey – significant population in the area.</li> </ul>	7%
Combination of Antrim and Shore Road	<ul style="list-style-type: none"> <li>• Formation of a loop running along both Antrim and Shore Road.</li> </ul>	3%
General Against	<ul style="list-style-type: none"> <li>• Duplication of existing bus/Metro services;</li> <li>• Existing traffic congestion;</li> <li>• Routes do not support community integration;</li> <li>• Concerns around bus lane operation e.g., parking, time restrictions; and</li> <li>• General dislike of route(s) or BRT in general.</li> </ul>	2%
<b>South Route</b>		<b>34%</b>
General Support	<ul style="list-style-type: none"> <li>• Preferred route from the options available and represents the most logical/practical option.</li> </ul>	1%
General Against	<ul style="list-style-type: none"> <li>• General opposition to the route.</li> </ul>	2%
Detriment to Businesses etc	<ul style="list-style-type: none"> <li>• Disruption to businesses during construction, removal of parking.</li> </ul>	1%
Extension to Carryduff	<ul style="list-style-type: none"> <li>• Extension of the route to Carryduff – significant population, housing developments and attractors e.g. Let’s Go Hydro.</li> </ul>	20%

Theme	Recurring Comments	Percentage of General Comments
Inclusion of Lisburn Road	<ul style="list-style-type: none"> <li>Route should utilise Lisburn Road.</li> </ul>	2%
Consider alternative service	<ul style="list-style-type: none"> <li>Development of a loop using Ormeau Road and Malone Road</li> <li>Development of a loop using Ormeau Road and Ravenhill Road</li> <li>Utilise Cromac Street to access city centre</li> </ul>	2%
Traffic Concerns	<ul style="list-style-type: none"> <li>Existing traffic congestion which will only be made worse; <ul style="list-style-type: none"> <li>Areas mentioned in comments include: <ul style="list-style-type: none"> <li>Saintfield Road;</li> <li>Forestside;</li> <li>Cairnshill Park and Ride;</li> <li>Ormeau Road/Ravenhill Road/Carolan Road junction; and</li> <li>Ormeau Road generally</li> </ul> </li> </ul> </li> <li>Parking is already poor in this area and will be made worse.</li> </ul>	4%
Good Existing Bus Provision	<ul style="list-style-type: none"> <li>Area is already well served by the bus network / Duplication of services.</li> </ul>	2%
<b>G2 Extension</b>		<b>1%</b>
Good Existing Bus Provision	<ul style="list-style-type: none"> <li>Area is already served by existing bus routes/services.</li> </ul>	0.5%
Using Eglantine Avenue	<ul style="list-style-type: none"> <li>Use of Eglantine Avenue as it is a better option for students and residents.</li> </ul>	0.5%
<b>General BRT/Glider Related</b>		<b>39%</b>
General BRT Support	<ul style="list-style-type: none"> <li>Supports the promotion of public transport;</li> <li>Will be beneficial to businesses, local areas etc; and</li> <li>General support of route(s) or BRT in general.</li> </ul>	7%
General BRT Issue	<ul style="list-style-type: none"> <li>General dislike of Glider Vehicles – too crowded, not enough seats, can't open windows etc;</li> <li>Duplication of existing bus/Metro services;</li> <li>Waste of money / Translink are operating at a loss;</li> <li>Car is much more preferable;</li> <li>Impact on local businesses;</li> <li>Routes shouldn't go through the City Centre;</li> <li>Routes do not support community integration;</li> <li>Concerns around bus lane operation e.g. parking/waiting; and</li> <li>General dislike of route(s) or BRT in general.</li> </ul>	13%
Connections with BRT1	<ul style="list-style-type: none"> <li>Direct connection to existing BRT routes;</li> <li>A review of the existing routes/services needs to be undertaken first; and</li> <li>Extension of the existing routes e.g. to Lisburn and Newtownards.</li> </ul>	2%

Theme	Recurring Comments	Percentage of General Comments
General Traffic Concerns	<ul style="list-style-type: none"> <li>• Existing traffic congestion which will only be made worse;               <ul style="list-style-type: none"> <li>- Areas mentioned in comments include:                   <ul style="list-style-type: none"> <li>▪ Ormeau Road/Ravenhill Road/Carolan Road junction;</li> <li>▪ Ulster Hospital;</li> <li>▪ Newtownards Road; and</li> <li>▪ General area;</li> </ul> </li> </ul> </li> <li>• Loss of on-street parking.</li> </ul>	3%
Cycling Provision	<ul style="list-style-type: none"> <li>• Dedicated cycle lanes separate from the bus lanes;</li> <li>• Develop cycle lanes in other areas e.g. Ravenhill Road, Annadale Embankment;</li> <li>• Bike docking stations at Glider halts; and</li> <li>• Concern around the disruption to cycling/lack of investment in cycling.</li> </ul>	3%
Cost	<ul style="list-style-type: none"> <li>• Cheaper to drive/park in Belfast;</li> <li>• Cost of tickets is too expensive; and</li> <li>• Waste of public money.</li> </ul>	3%
Environmental Issue	<ul style="list-style-type: none"> <li>• Concerns around potential impact of pollution/air quality.</li> </ul>	1%
Not route option selection specific	<ul style="list-style-type: none"> <li>• No comment or n/a;</li> <li>• Investments should be given to other modes of travel e.g. trains, trams and motorways;</li> <li>• Use of mini-buses instead of Glider vehicles</li> <li>• Thought other routes would be included e.g., Hospitals, south to west connections;</li> <li>• Gliders should operate later hours;</li> <li>• Safety measures for drivers and staff; and</li> <li>• Research on the social impact of Glider is needed.</li> </ul>	7%

### 3.4. Formal Written Submissions

As part of the consultation process, a number of formal responses were received. The responses provided were extensive and therefore the following bullet points draw out the key themes with respect to informing route selection:

- **General support for the BRT2 scheme**
  - Across the written consultations there was significant overall support for the introduction of a north/south BRT2 scheme.
  - The submissions identified the importance of the BRT2 investment in terms of addressing climate change, delivering modal shift, connecting people with opportunities and amenities, and alignment with key policy and strategy documents.
- **North Belfast Route Options**
  - There was a mix of support for both Antrim Road and Shore Road options received.
  - With regards to the Antrim Road route option, the submissions generally expressed support for extending the BRT2 scheme further north to penetrate Glengormley.
  - There was also a suggestion that an Antrim Road/ Shore Road loop service should be considered further.
  - There was general support for the northern routes to be accompanied with a Park and Ride.
- **South Belfast Route Options**
  - There was general support for the Ormeau Road as the preferred route and that Cairnshill Park and Ride was a suitable terminus to serve the BRT2 scheme.
  - There was an indication that the Creagh Road and Malone Roads should have been considered with the OBC but that in the end Saintfield Road/ Ormeau Road was considered the most appropriate route.
  - The majority of the submissions expressed strong support for extending the BRT2 service to Carryduff.
  - There was also support for Bankmore Link to be a dedicated sustainable and active travel route.
- **City Centre and BRT2 access to Belfast Transport Hub**
  - There was a mixed response with regards to the BRT2 scheme accessing the city centre via Royal Avenue/ Donegal Place. Those in favour cited the ability to achieve direct access as a positive whilst those not in favour outlined that this area should be prioritised for pedestrians with alternative routes considered for BRT2 scheme.
  - A number of the submissions outlined that the BRT2 scheme should provide direct access to the Belfast Transport Hub via Durham Street.
- **G2 Extension proposals**
  - The majority of responses agreed with the proposals to extend the existing G2 service to the Queens University and Belfast City Hospital Area.
  - A number of businesses expressed support to also extend the G2 service so that it served the City Quays area.

### 3.5. Section 75

As part of this public consultation exercise a total of 208 groups/organisations/bodies (see Appendix C for complete list) with affiliations to S.75 groups were contacted to advise that they could provide a response on this current stage of the project.

The main themes which were raised in this respect include:

- Support for BRT2 and the role that it can play in better connecting communities
- Public transport should be provided in areas of multiple deprivation
- Query with respect to the north route through the city centre
- Query with respect to access to Transport Hub from Great Victoria Street
- Route through city centre enhances accessibility however will need care consideration regarding pedestrian priority and access to disabled parking bays
- Provision of disabled parking bays along routes is key consideration
- Request for consultation at the appropriate stage on items such as improvements to vehicles, ticketing, halt locations, feeder routes, demand responsive services



Building on the positive benefits associated with Belfast Rapid Transit Phase 1, BRT2 will have a positive impact on all users of public transport, both existing and new. The design of the Glider vehicles (accessible seating, wheelchair spaces, pram spaces, bus stop announcements) and associated halts (seating, CCTV and raised kerbs for boarding/alighting) ensure that older people, people with disabilities and parents with young children will benefit.

A BRT2 network will facilitate better access to and between North Belfast, South Belfast and the city centre for everyone. It shall also improve connections with the existing East/West Belfast G1 network as well linkages to Belfast Metro, Goldline and Northern Ireland Railway services. This has the potential to reduce barriers between communities, promote greater integration and build a more cohesive city region for everyone. The high level of accessibility of rapid transit services, vehicles and halts will make public transport more usable for a number of Section 75 groups such as Age, Disability and Dependents. The Department will undertake further consultation at the next stage of the project to ensure the views of S.75 groups are considered within the final scheme definition.

### 3.6. Antrim Road Local Business and Residents Petition

As part of the consultation process, a bespoke submission was made on behalf of local businesses and residents of the Antrim Road between Duncairn Gardens and Limestone Road.

A number of local business owners signed a letter in favour of a Shore Road option over the Antrim Road option which was accompanied by a petition signed by 518 individuals. In the letter the local businesses stated that the Shore Road was their preferred option highlighting the potential impact that the proposals would have on their locality.

# 4. Consideration of Key Themes arising

## 4.1. Introduction

This section presents a consideration of the key themes arising from the BRT2 route option consultation process. The key themes recorded include:

- Extension of the north route into Glengormley
- Operation of an Antrim Road/ Shore Road loop service
- Extension of the south route to Carryduff
- Consideration of the Malone Road as an alternative route to the south
- Use of Royal Avenue and Donegal Place to access the city centre
- Provision of a direct access to the Belfast Transport Hub
- Extension of the G2 service into the City Quays area
- Extension of the G2 service to use Eglantine Avenue instead of Elmwood Avenue

## 4.2. Extension of north route to Glengormley

### 4.2.1. Overview

This suggestion consists of extending the proposed north route for Antrim Road so that it extends beyond O'Neill Road and into Glengormley as illustrated at Appendix B1.

### 4.2.2. Consideration

An extension into Glengormley was considered as part of the Options Assessment process. The main points to note were:

- Challenging to provide required level of bus priority without highway widening which would require third party land;
- BRT2 services would therefore need to run in mixed traffic which would impact on journey times;
- The Antrim Road/ Ballyclare Road/ Hightown Road junction currently experiences significant congestion and there is limited scope to provide enhancements which would offset the impact of BRT2;
- An extension to Sandyknowes roundabout was considered but was ruled out as Sandyknowes facilitates strategic traffic movements

### 4.2.3. Conclusion

The above physical attributes suggested that it would be challenging to provide a BRT service at this time. However, as a result of this public consultation exercise, this area will be explored again in further detail as part of the OBC.

## 4.3. Operation of an Antrim Road/Shore Road loop service

### 4.3.1. Overview

This suggestion consists of facilitating a BRT2 service which serves both the Antrim Road and Shore Road via a 'loop' service as illustrated at Appendix B2.

### 4.3.2. Consideration

This option was not identified at SOC stage and was not considered at the Options Assessment stage as:

- Circular routes are not typically preferential due to the lack of legibility of service
- There is a lack of ability to provide high levels of service frequency due to the operation of the circuitous route – therefore it would not be possible to deliver on the targets set out in the Performance & Service Standards.
- A high frequency service on this route would require a higher number of vehicles which would add considerably to the capital and operational costs

- Circular routes can lead to increased journey times and reduced attractiveness if passengers have to board in opposite direction from end destination.

### 4.3.3. Conclusion

BRT services need to be frequent, direct, easy to understand, reliable, operationally efficient, and above all, rapid. A looped service does not provide these characteristics and therefore should not be considered further. A further consideration is that the Antrim Road and Shore Road are typically 800m-1km apart and therefore those who reside at the midpoint will have the option of utilising BRT2 regardless of the final preferred route.

## 4.4. Extension of the south route to Carryduff

### 4.4.1. Overview

This suggestion consists of extending the proposed south route beyond Cairnshill Park & Ride as illustrated at Appendix B3.

### 4.4.2. Consideration

An extension into Carryduff was considered as part of the Options Assessment process. The main points to note were:

- The potential to attract future patronage is low due to:
  - No existing attractors and generators along the route with the exception of Lets Go Hydro which is seasonal and peaks during the evening and weekends;
  - Low levels of frontage activity and low levels of residential density;
- At some point in the future the residential developments that are planned for the area between Cairnshill and Carryduff may reach a size that will warrant a bespoke, regular interval service. An extension of a BRT2 service could be considered at that time.

### 4.4.3. Conclusion

The above attributes suggested that it would be challenging to sustain a BRT service throughout the entire day at this time. It was noted however that should the planned developments for this corridor come online, then there may be merit in reviewing the analysis again. The results of this public consultation exercise has demonstrated a desire to extend beyond Cairnshill Park & Ride and has such this area will be explored again in further detail as part of the OBC.

## 4.5. Consideration of Malone Road as an alternative south route

### 4.5.1. Overview

This suggestion consists of operating the BRT2 scheme along the Malone Road as opposed to the Saintfield Road/Ormeau Road as illustrated at Appendix B4.

### 4.5.2. Consideration

This route was considered at the Strategic Outline Case stage however was not taken forward due to the current passenger numbers not being as high as the Saintfield Road/Ormeau Road. It was therefore not considered within the OBC.

Notwithstanding the above, further comparison of this proposal with the Saintfield Road/Ormeau Road was undertaken in terms of route length, existing patronage levels, traffic volumes and social deprivation:

- Route length:
  - Malone Road = 8.5 km
  - Saintfield Road = 5.7 km
  - 2.8km difference or 49% longer than Saintfield Rd
- Existing public transport patronage:
  - Malone Road carries 5169 passengers per day

- Saintfield Rd 6099 passengers
- Saintfield Road carries 18% more passengers
- Traffic volumes
  - Malone Road = 29,000 AADT
  - Saintfield Road = 27,000 AADT
  - Malone Rd carries 7.5% more traffic
- Social deprivation
  - Malone Road has mainly low Multiple Deprivation Measure
  - Saintfield Road has mainly low-medium Multiple Deprivation Measure

### 4.5.3. Conclusion

In summary, the Saintfield Road/Ormeau Road corridor is considered a stronger option than the Malone Road corridor as:

- The Saintfield Road/Ormeau Rd corridor benefits from 18% more existing bus passengers – this improves the chances of success for a BRT2 system
- The Malone Road is 50% longer than the Saintfield Road/ Ormeau Road and therefore vehicle and construction costs are likely to be higher
- The Malone Road route is less direct for Park & Ride users
- The Malone Road carries 7.5% more traffic than the Saintfield Rd/Ormeau Rd and does not currently have any existing bus lanes. Therefore, the impact on general traffic is likely to be much greater on the Malone Road
- The Saintfield Road/Ormeau Road corridor has a slightly higher level of Multiple Deprivation Measure
- The Malone Road corridor has less active street frontage which is a key contributor to passenger demand
- The lower end of Malone Road corridor duplicates the proposed G2 Extension service
- The A55 Outer Ring is not conducive to strategic traffic management and it would therefore not be feasible to provide bus priority
- A separate independent report considered the merits of the Malone Road and on balance recognised the wider benefits associated with the Saintfield Road/Ormeau Road.

## 4.6. Royal Avenue and Donegal Place to access the city centre

### 4.6.1. Overview

Views were expressed that BRT2 should not be afforded access to the city centre via Royal Avenue and Donegal Place but rather should operate along the Inner Ring Road (either via Millfield or Dunbar Link) as illustrated at Appendix B5.

### 4.6.2. Consideration

A number of city centre connections were considered as part of the Options Assessment stage with the preferred option being the Royal Avenue/Donegal Place route as it provides the highest levels of accessibility into the heart of Belfast City Centre for all users and facilitates onward connectivity to either side of the city centre within the recommended maximum 400m distance for accessibility. It also facilitates close connections with Ulster University Greater Belfast Development which is a significant attractor of future potential BRT2 patronage.

Recent experience of dealing with the impacts of the Primark fire has shown that without providing direct access through the city centre for public transport, patronage levels markedly drop off. By providing direct access, this will ensure the greatest chance to drive patronage levels which in turn will support economic activity.

IMTAC and others have stated support for facilitating access through the city centre and outline that this must be considered alongside pedestrian priority measures and access to existing accessible parking opportunities.

The existing halt capacity in the city centre needs to be considered also with Wellington Place experiencing pressures during peak times. It is currently envisaged that a new halt on Donegal Place will be required to

provide connectivity with other Glider services and maintain the high levels of Performance and Service Standards and user experience.

### 4.6.3. Conclusion

From the available city centre options considered, on balance, the Royal Avenue/Donagall Place route is preferred as it offers the highest levels of accessibility and removes the challenge of implementing bus lanes along the Inner Ring Road (which would duplicate an element of G1 at College Avenue) where there are competing priorities in terms of active travel linkages and maintaining general traffic flow. The provision of BRT2 will support city centre living, provide a viable alternative to car ownership in this area and thus positively impact on the city centre environment – much to the same way that other major cities have benefited such as Dublin (LUAS), Manchester (Metrolink) and Edinburgh (Edinburgh Trams) to name a few.

It should be noted that the Department are currently preparing the Belfast Metropolitan Transport Plan 2035 which will include a holistic approach to the city centre in terms of placemaking, active travel and the provision for public transport. The BMTP 2035 will also consider the aspirations of the 'A Bolder Vision' study at that time.

## 4.7. Provision of a direct access to the Belfast Transport Hub

### 4.7.1. Overview

This suggestion consists of directing the BRT2 service so that it directly accesses the Belfast Transport Hub via Durham Street as illustrated in at Appendix B6.

### 4.7.2. Consideration

Access with the Transport Hub was considered during the Options Assessment stage which concluded that the Hub would be best served via a 200m walk from Great Victoria Street (this is half the 400m recommended maximum distance for accessibility) where there is the ability to provide bus lane priority along Great Victoria Street and therefore achieve direct line running. The main points to note in relation to the decision not to directly serve the Transport Hub are that the Durham Street route would reduce the attractiveness and impact journey time punctuality/reliability as:

- The service would need to negotiate three additional signalised junctions (one of which serves the new regional bus station access) which would impact on journey time;
- It is twice as long (additional 300m [Grosvenor Rd] or 500m [College Square North]) which would increase journey time;
- There is a new taxi rank/drop off area on Durham St which will interact with traffic movements and hence has the potential to impact any potential BRT movements in this location;
- There is a new active travel super crossing on Durham Street to facilitate movements between the Hub and Great Victoria Street which due to its irregular nature has the potential to impact journey times; and
- It is challenging to provide bus lanes on Grosvenor Road without significantly compromising general traffic movements as this route provides the main access via two lanes to the A12 Westlink strategic road network. There is only one lane at present towards Great Victoria Street.

### 4.7.3. Conclusion

On balance, out of the options considered, a route along Great Victoria Street was preferred as:

- Facilitates access to the Hub via a 200m walk (half the 400m recommended maximum distance for accessibility)
- High Levels of bus priority can be achieved along Great Victoria Street thus helping to meet the targets set out in the Performance & Service Standards regarding punctuality and reliability of service
- No direct conflict with Hub Regional Bus/Coach operations
- No direct impact from additional junctions, taxi rank, drop off area or pedestrian super crossing

The Chartered Institute of Highways and Transportation also supported the proposal to serve Belfast Transport Hub via halts on Great Victoria Street with high quality public realm and signage.

## 4.8. Extension of the G2 service into the City Quays area

### 4.8.1. Overview

This suggestion consists of extending the existing G2 route to serve the City Quays area (Sailortown) as illustrated at Appendix B7.

### 4.8.2. Consideration

An extension of G2 to serve the City Quays (Sailortown) area was not assessed as part of the Options Assessment stage and therefore it has been considered further as outlined below:

#### 4.8.2.1. Assumed route

It is assumed that any potential route would operate in a one-way clockwise direction as follows:

From existing G2 route on Victoria Street (from the junction of High Street) – Corporation Street – Corporation Square – Donegall Quay – Albert Square – re-join existing G2 route with its junction at Queen’s Square/Albert Square.

#### 4.8.2.2. Route attributes

The potential extension would have the following attributes:

- Approximately 1km in length – which would add approximately 3-5mins to the existing G2 journey time depending on prevalent traffic conditions
- Passes through the following additional junctions:
  - Victoria Street/Waring Street [signalised junction]
  - Victoria Street/Corporation Street [signalised junction]
  - Corporation Street/Corporation Square [signalised junction]
  - Donegall Quay/Albert Square [segregated left turning lane]
  - Albert Square/Queen’s Square [signalised junction]
- Assumed bus priority requirements:
  - New bus lane on short section of Victoria Street from High Street to Corporation Street;
  - New bus lane in northbound direction along Corporation Street;
  - Consideration of bus lane requirements along Corporation Square/Donegal Quay;
  - Conversion of segregated left turn at Donegall Quay/Albert Square to bus only with additional bus lane to connect to existing bus lane at Queen Elizabeth Bridge
- Attractors and Generators (in excess of 400m walk from existing G2 service) which largely consist of the area between Corporation Square/Donegall Quay and Dock Street:
  - Belfast Harbour Commissioners
  - City Quays<sup>1</sup>:
    - City Quays 1 – 6,396 sqm grade A office development consisting of Baker & McKenzie, Cayan, MACOM and BRS Golf
    - City Quays 2 – 8,782 sqm grade A office development which is currently 75% let
    - City Quays 3 – construction commenced in 2019 and will be 250,000 sqft (23226 sqm) of grade A office space which when complete is estimated to attract 2,500 workers
    - AC Hotel by Marriott Belfast – 188 bed hotel with restaurant and bar.
  - Direct Wine Shipments
  - Clarendon Dock which houses a number of offices
  - CCEA
  - Northern Ireland Policing Board
  - Belfast Telegraph/Sunday Life
  - Serviced apartments

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<sup>1</sup> <https://www.belfast-harbour.co.uk/cityquays>

### 4.8.3. Conclusion

Having considered the above, an extension of G2 into the City Quays area would necessitate a complete review of the timetabling and vehicle requirements of the existing G2 service. In particular, it would not be attractive to users in the PM peak at present as it would require passengers to remain on the service to Titanic Quarter before heading back to the city centre. It is also worth noting that should Shore Road be selected as the preferred route, then the City Quays area would be within a reasonable walking distance on this service.

DfI has committed to reviewing the potential to serve this area and will discuss this directly with Translink with regards to their overall network coverage and operational planning for the wider area.

## 4.9. Extension of the G2 service to use Eglantine Avenue instead of Elmwood Avenue

### 4.9.1. Overview

A view was expressed that BRT2 should utilise Eglantine Avenue instead of Elmwood Avenue to connect between University Road and Lisburn Road as illustrated at Appendix B8.

### 4.9.2. Consideration

A number of connections from University Road and Lisburn Road were considered as part of the Options Assessment stage with the preferred route of Elmwood Avenue identified as it offers the most efficient route to serve the major attractors of Queens University and Belfast City Hospital. High-levels of bus priority can also be achieved by converting Elmwood Ave to one-way operation towards Lisburn Road with minimal disruption to the existing on-street parking.

Eglantine Avenue was previously ruled out due to the constrained traffic calmed nature of street and significant presence of on-street residential car parking.

### 4.9.3. Conclusion

Out of the options considered, on balance, the Elmwood Avenue route remains the preferred route as it facilitates the most efficient connection with Queens University and Belfast City Hospital.

# 5. Summary and Conclusions

## 5.1. Summary

This report provides a review of the findings of the Belfast Rapid Transit Phase 2 Public Consultation, which was undertaken from 26<sup>th</sup> July to 4<sup>th</sup> October 2021. The review has considered each of the responses received relating to the proposed North, South and G2 Extension routes proposed for consultation.

### Consultation Questionnaire Summary

- **General**
  - Between 26<sup>th</sup> July and 4<sup>th</sup> October, 1197 responses were received;
- **Postcodes**
  - 23% of respondents provided a postcode; and
  - Of these 37% were from North Belfast and 45% were from South Belfast
- **BRT2 Phase 2 Route Options**
  - Most appropriate routes
    - 56% agree or strongly agree that the Department has considered the most appropriate routes. 33% of respondents disagree or strongly disagree;
  - Deliver a high quality public transport system
    - 50% agree or strongly agree the route options will deliver a high-quality public transport system for Belfast. 37% of respondents disagree or strongly disagree;
  - Encourage people to travel by public transport
    - 54% agree or strongly agree the route options will encourage people to travel by public transport rather than by car. 36% of respondents disagree or strongly disagree.
  - Support economic growth and regeneration
    - 47% agree or strongly agree the route options will support economic growth and regeneration in Belfast. 27% of respondents disagree or strongly disagree.
  - Enhance accessibility
    - 58% agree or strongly agree the route options will provide improved accessibility to jobs, shops, hospitals, education and leisure facilities. 31% of respondents disagree or strongly disagree.
  - Support integration
    - 45% agree or strongly agree the route options will support the integration of communities within Belfast. 35% of respondents disagree or strongly disagree.
- **North Routes – Antrim Road to O’Neill Road**
  - 47% of comments were in favour of the Antrim Road route option;
    - Main themes include general support (20%) and benefits to schools, businesses etc (13%)
  - 25% of comments were in favour of the Antrim Road route option, but with changes to the proposals;
    - Main themes include extension to the route (16%) and formation of a loop with Antrim and Shore Road (8%)
  - 19% of comments were against the Antrim Road route option; and
    - Main themes include traffic issues (5%) and generally against (5%)
  - 9% of comments were neutral or related to BRT/Glider services in general.
    - Main themes include general issues with BRT as a whole (3%) or were not route option selection specific comments (3%)
- **North Routes - Shore Road to O’Neill Road**
  - 24% of comments were in favour of the Shore Road to O’Neill Road route option;
    - Main themes include benefits to schools, businesses etc (10%) and general support (10%)
  - 20% of comments were in favour of the Shore Road to O’Neill Road route option, but with changes to the proposals;
    - Main themes include extension to the route (9%) and formation of a loop with Antrim and Shore Road (8%)



- 41% of comments were against the Shore Road to O'Neill Road route option; and
  - Main themes include Antrim Road serves a better range of services and residents (16%) and general against (12%)
- 14% of comments were neutral or related to BRT/Glider services in general.
  - Main themes include non-BRT2 related comments (8%) and general issues with BRT as a whole (5%)
- **North Routes - Shore Road to Longwood Road**
  - 23% of comments were in favour of the Shore Road to Longwood Road route option;
    - Main themes include general support (11%) and benefits to schools, businesses etc (7%)
  - 12% of comments were in favour of the Shore Road to Longwood Road route option, but with changes to the proposals;
    - Main themes include extension to the route (5%) and formation of a loop with Antrim and Shore Road (6%)
  - 48% of comments were against the Shore Road to Longwood Road route option; and
    - Main themes include Antrim Road serves a better range of services and residents (18%) and general against (16%)
  - 17% of comments were neutral or related to BRT/Glider services in general.
    - Main themes include non-BRT2 related comments (10%) and general issues with BRT as a whole (6%)
- **South Route**
  - 25% of comments were in favour of the South Route option;
    - Main themes include general support (15%) and busy existing network (5%)
  - 43% of comments were in favour of the South Route option, but with changes to the proposals;
    - Main themes include extension of the route to Carryduff (38%)
  - 23% of comments were against the South Route option; and
    - Main themes include traffic issues (13%)
  - 9% of comments were neutral or related to BRT/Glider services in general.
    - Main themes include general issues with BRT as a whole (4%) and cycling (2%)
- **G2 Extension**
  - 36% of comments were in favour of the G2 Extension option;
    - Main themes include general support (21%) and benefits to University, businesses etc (12%)
  - 19% of comments were in favour of the G2 Extension option, but with changes to the proposals;
    - Main themes include extension to the route (17%)
  - 19% of comments were against the G2 Extension option; and
    - Main themes include traffic issues (9%) and general against (4%)
  - 26% of comments were neutral or related to BRT/Glider services in general.
    - Main themes include general issues with BRT as a whole (6%) and cycling (5%)
- **Additional Comments**
  - 26% were related to North Routes;
    - Main themes included in favour of Antrim Road (9%) and extension of the route (7%)
  - 34% were related to South Route;
    - Main themes included extension to Carryduff (20%) and traffic concerns (4%)
  - 1% were related to G2 Extension; and
    - Main themes included good existing bus provision (0.5%) and using Eglantine Avenue (0.5%)
  - 39% were general BRT/Glider related concerns
    - Main themes included general issues with BRT (13%) and general support (8%)

### 5.1.1. Formal Response Summary

Formal responses have been received from a wide range of public bodies, political parties and local organisations. The main points raised where:

#### Support for Route Options

- General support for the principles of BRT2 scheme
- Support for Antrim Road route
- Support for Shore Road route
- Support for Ormeau Road south route
- Support for G2 Extension
- Support for Shore Road Route to Longwood Road
- Support for South Route to Cairnshill P&R (with potential future extension to Carryduff)
- Support to serve Belfast Transport Hub from Great Victoria Street

#### Alternative Route Options Proposed

- Recommend extending north route further into Glengormley
- Recommend extending south route further to Carryduff
- Recommend facilitating access to the Belfast Transport Hub via Durham Street
- Recommend avoiding the option to travel along Donegall Place and Royal Avenue
- Suggestion to consider alternative circular route via Antrim Road and Shore Road
- Suggestion to consider alternative G2 Extension to include City Quays area
- Suggestion to consider alternative G2 Extension to include Eglantine Avenue

## 5.2. Conclusions

The public consultation process has shown that:

- There is general overall support for the BRT2 project with most respondents confirming that it will support economic growth, integration and help to encourage a modal shift away from the private car;
- In broad terms, the route options consulted upon were considered the most appropriate options;
- Specific feedback was received with respect to amending/extending the routes options. The majority of the suggestions had been considered at the Options Assessment Stage and are summarised below:
  - *Suggestion:* Extending into Glengormley
    - The existing physical attributes suggested that it would be challenging to provide a BRT service at this time. However, as a result of this public consultation exercise, this area will be explored again in further detail as part of the OBC. .
  - *Suggestion:* Antrim Road and Shore Road operating as a looped service
    - BRT services need to be frequent, direct, easy to understand, reliable, operationally efficient, and above all, rapid. A looped service does not provide these characteristics and therefore should not be considered further. A further consideration is that the Antrim Road and Shore Road are typically 800m-1km apart and therefore those who reside at the midpoint will have the option of utilising BRT2 regardless of the final preferred route.
  - *Suggestion:* Extending into Carryduff
    - The attributes suggested that it would be challenging to sustain a BRT service throughout the entire day at this time. It was noted however that should the planned developments for this corridor come online, then there may be merit in reviewing the analysis again. The results of this public consultation exercise has demonstrated a desire to extend beyond Cairnshill Park & Ride and has such this area will be explored again in further detail as part of the OBC.
  - *Suggestion:* Consider Malone Road as opposed to Saintfield Road
    - The Malone Road carries less public transport passengers, is 50% longer, offers a less direct route for P&R users and would be required to travel along part of the A55 Outer Ring Road which is not conducive to strategic traffic management. As a result this proposal has not been taken forward.

- *Suggestion:* Diverting the city centre northern connection route away from Royal Avenue and Donegall Place
  - From the available city centre options considered, on balance, the Royal Avenue/Donegall Place route is preferred as it offers the highest levels of accessibility (minimising walk distances for users) and removes the challenge of implementing bus lanes along the Inner Ring Road where there are competing priorities in terms of active travel linkages and maintaining general traffic flow. The provision of BRT2 will support city centre living, provide a viable alternative to car ownership in this area and thus positively impact on the city centre environment – much in the same way that other major cities have benefited such as Dublin (LUAS), Manchester (Metrolink) and Edinburgh (Edinburgh Trams) to name a few.
  - It should be noted that the Department are currently preparing the Belfast Metropolitan Transport Plan 2035 which will include a holistic approach to the city centre in terms of placemaking, active travel and the provision for public transport. The BMTP 2035 will also consider the aspirations of the ‘A Bolder Vision’ study at that time.
- *Suggestion:* Facilitating access to the Belfast Transport Hub via Durham Street
  - On balance, out of the options considered, a route along Great Victoria Street was preferred as it provides access to the Hub via a 200m walk, high levels of bus priority can be achieved along Great Victoria Street, there would be no direct conflict with regional bus/coach operations or potential impact from additional junctions, taxi rank, drop off area or the pedestrian super crossing. The Chartered Institute of Highways and Transportation supported the proposal to serve Belfast Transport Hub via halts on Great Victoria Street with high quality public realm and signage.
- *Suggestion:* G2 Extension to include City Quays area
  - An extension of G2 into the City Quays area would not be attractive to users in the PM peak at present as it would require passengers to remain on the service to Titanic Quarter before heading back to the city centre. It is also worth noting that should Shore Road be selected as the preferred route, then the City Quays area would be within a reasonable walking distance of this service. DfI has committed to reviewing the potential to serve this area and will discuss this directly with Translink with regard to their overall network coverage and operational planning for the wider area.

## 5.3. Next Steps

The suggested amendments/extensions raised were given due consideration as part of the Options Assessment stage and through this consultation process. The following next steps will now be undertaken.

### 5.3.1. Investigation and Development of Selected Routes

Further investigations of road geometry, junction arrangements, Park & Ride and halt locations will be undertaken in order to further inform the preferred route layouts – in particular this will include detailed consideration of extending to Glengormley and Carryduff. DfI officials will engage with residents, businesses and other stakeholders along the selected routes as detailed system design commences to gather their views which will be incorporated into the design process.

### 5.3.2. Development of Service Operations

Further refinement of bus services will be undertaken and will be completed in conjunction with Translink. It will include the review of existing bus services along the network and consider the integration of remaining residual services and necessary new feeder services to support BRT2.

### 5.3.3. Completion of an Outline Business Case

This work has commenced and will be completed in two distinct stages:

- Stage 1 – preparation of an Interim Outline Business Case to demonstrate viability of BRT2 and support funding bids.
- Stage 2 – preparation of a full Outline Business Case to evaluate selected route final designs, vehicle selections, halt proposals and service operating model.

# Appendices



# Appendix A. Consultation Materials

A.1. Scheme Brochure

A.2. Feedback form



Department for  
**Infrastructure**  
An Roinn  
**Bonneagair**  
[www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)

# Belfast Rapid Transit Phase 2

Public Consultation on Route Options

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26th July to 4th October 2021



Belfast Region  
City Deal

# Our Aim and Vision

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**The provision of a customer-focused, high-quality, integrated public transport system, which is sustainable, provides good value for money, enhances competitiveness, helps sustain economic growth, promotes regional development and contributes to social inclusion.**



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# Introduction & Background

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## BRT Phase 1

The Belfast Rapid Transit Phase 1 (BRT1) pilot route network and service opened on 3rd September 2018 under the Glider brand and provides a rapid transit service between East and West Belfast through the City Centre, with a link to Titanic Quarter. The Glider largely replaced the Metro bus service on the Falls Road and Upper Newtownards Road corridors.

## BRT Phase 2

The Department for Infrastructure identified the potential to further extend the Belfast Rapid Transit network to North and South Belfast, Lisburn and Castlereagh City Council and Antrim and Newtownabbey Borough Council areas. In addition, the existing Glider G2 route (which currently serves Titanic Quarter) will also be extended to link with Queen's University and Belfast City Hospital. The project is referred to as Belfast Rapid Transit Phase 2 (BRT2).

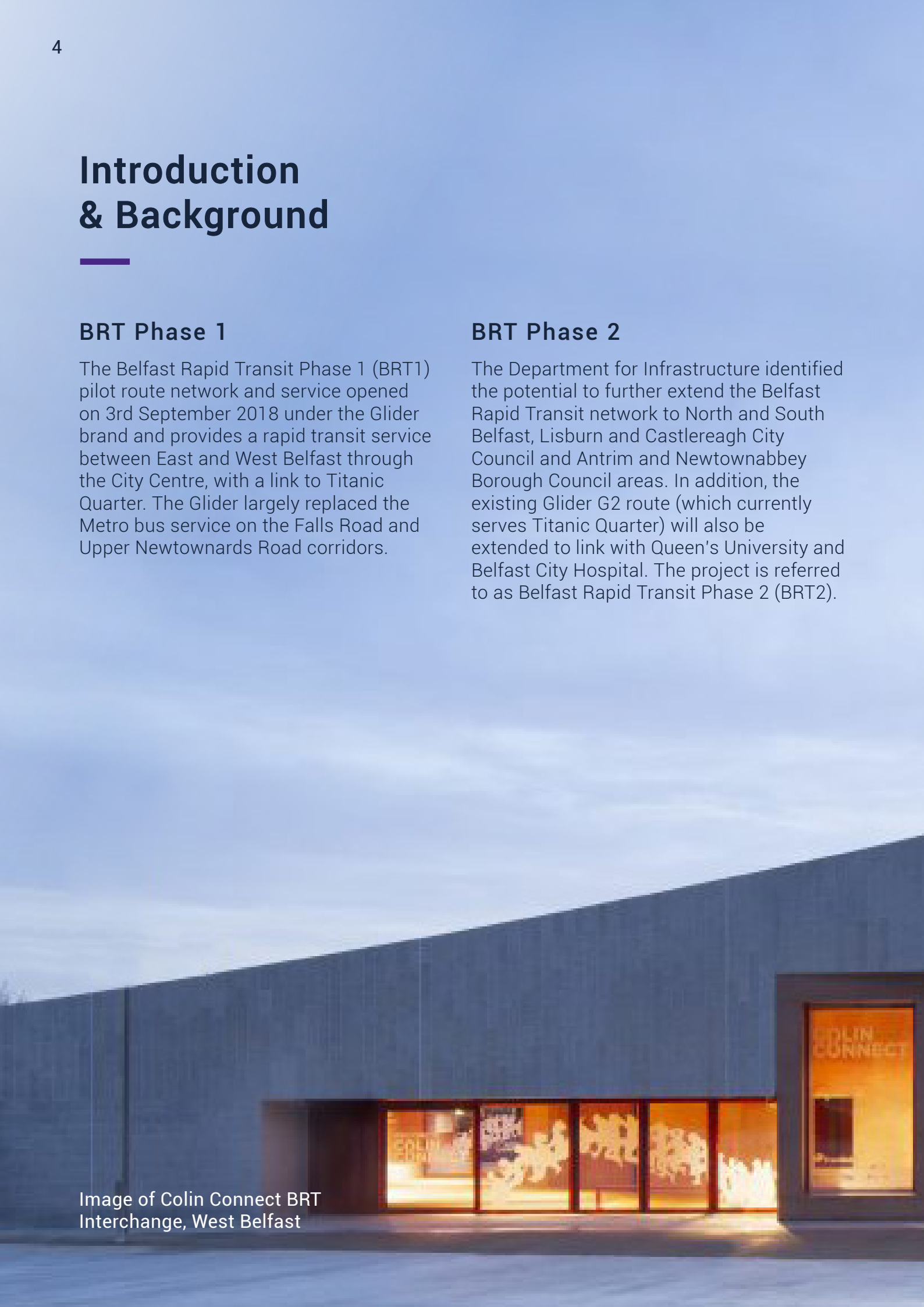


Image of Colin Connect BRT  
Interchange, West Belfast

**Approximately 10 million passengers travelled on the BRT1 corridors in 2019. This was an increase of some 70% relative to patronage prior to commencement of the project.**





42 seated | 63 standing passengers



Diesel-electric hybrid engine technology

One 18m Glider can remove over 80 cars

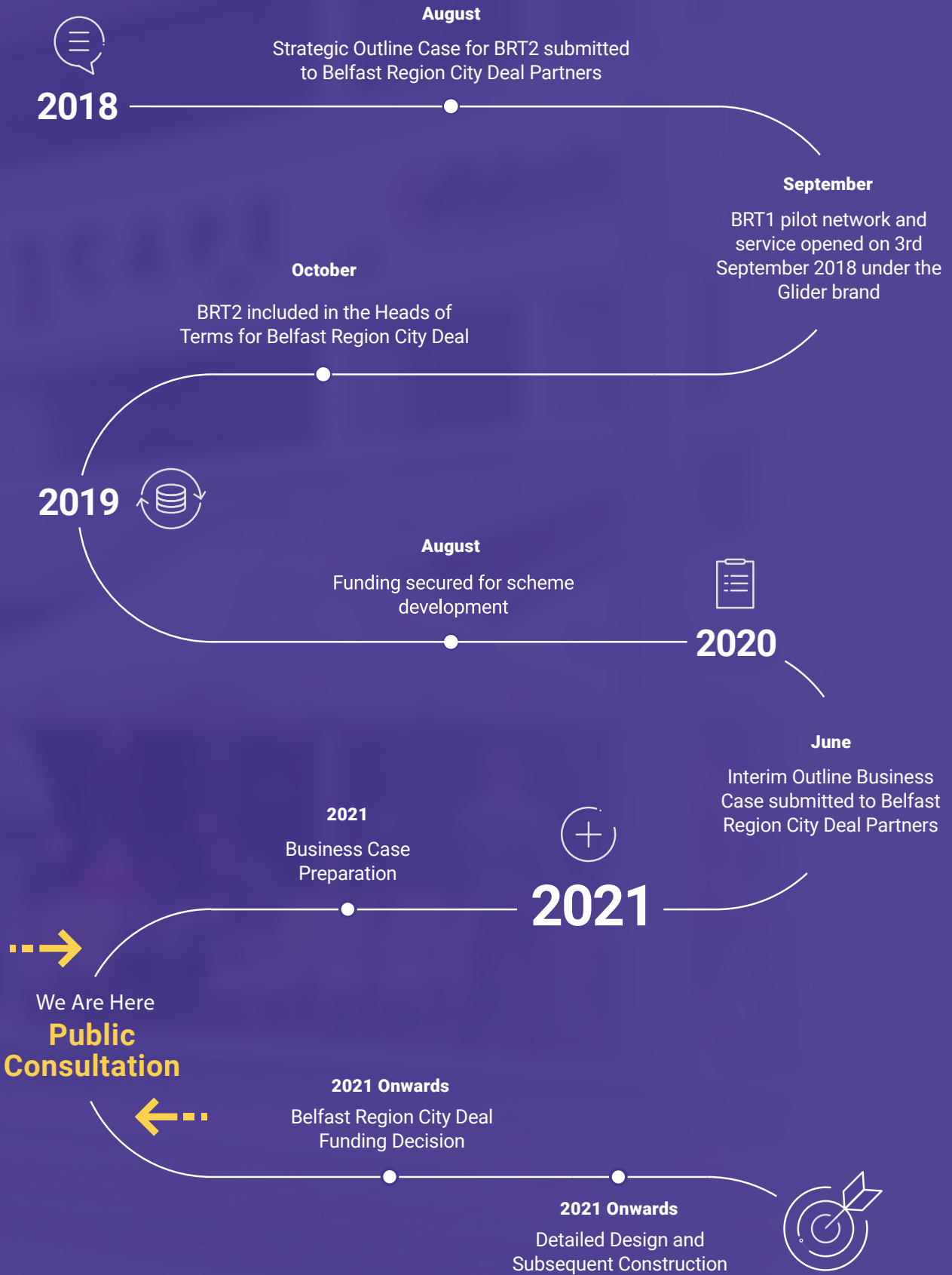


Every 7-8 minutes

Public transport travel times reduced by



# Timeline



# BRT

## Characteristics

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### Service and Operational Plans and Integration

Key features of the service operations will include:

- › Service to operate between approximately 05:30 and 23:30 on weekdays, 07:00 to 23:30 on Saturdays and 07:00 to 22:00 on Sundays.
- › Peak services operating at intervals of 7-8 minutes.
- › Halts to be provided at a target spacing of 400m.
- › Existing public transport services to be integrated and provide either feeder or residual services.
- › Enforcement strategy to ensure no obstruction to the running ways (bus lanes).
- › Punctuality and reliability to be monitored with targets of 99% and 95% respectively.

### Glider Vehicles

The existing Glider vehicles have delivered a step change in the quality of public transport for Belfast. They provide a high-quality environment for passengers, improve accessibility for all, offer comfort, space and security accompanied with modern on-board travel information. BRT2 vehicles will adopt this same level of quality and provide:

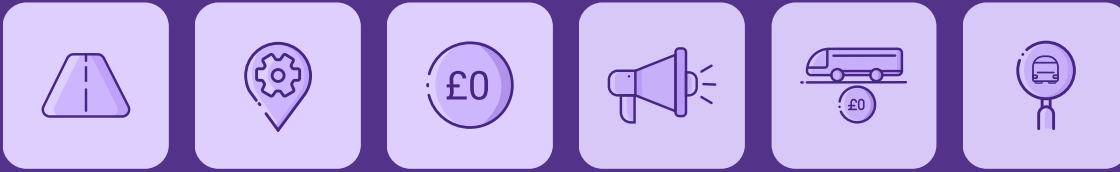
- › On-board areas for wheelchairs and pushchairs/ buggies.
- › Multiple double-width doors for boarding and alighting.
- › High levels of passenger comfort with low-density seating and good legroom.
- › Engines to utilise the latest technologies and be low noise, low vibration and low or zero emission.
- › Multiple 'infotainment' screens with real-time information, visual and audible next halt and destination announcements.
- › On-board CCTV to be provided for passenger safety and security.
- › High standards of maintenance and cleanliness.
- › USB charging and wi-fi.

## Intelligent Transport Systems (ITS) and Real-Time Information

BRT2 will build upon the success of BRT Phase 1 in East and West Belfast and the opportunities brought by new and emerging technologies. Recommended features for the BRT2 ITS include:

- › All BRT2 vehicles to be fitted with an Automatic Vehicle Location (AVL) system used for real-time passenger information, operation of BRT2 priority at signal-controlled junctions and fleet operation and management.
- › Real-Time Passenger Information (RTPI) to be provided on-board, at all halts, and through internet and mobile phone services.
- › Display signs supported by audio announcements to assist visually impaired users.





## Running ways

The running ways consist primarily of dedicated bus lanes, priority at major junctions and elements of mixed traffic roads where enhanced priority is not feasible or practical. Experience from BRT Phase 1 has established the philosophy that BRT measures will lead to reduced road capacity for general traffic.

The introduction of Glider in East and West Belfast has demonstrated that increased delays to general traffic are, in effect, accepted as part of the "trade-off" of providing an enhanced public transport system. Retaining this approach will be fundamental to the successful operation of BRT2 services to ensure that it delivers rapid and reliable journeys.

Cyclists and motorcyclists are permitted to travel in the bus lanes, which has the potential to improve journey times for these road users.

## Fares and Fare Collection

Consistent with the Glider operations in East and West Belfast, tickets for BRT2 will be purchased prior to boarding, so as to minimise waiting times at halts. Key features include:

- › Fares and ticketing consistent with those on local bus services to enable easy interchange.
- › Concessionary fares in line with those associated with existing Glider services.
- › Off-board ticketing facilities to minimise halt waiting times supported by on-vehicle ticket inspection.
- › Payment systems and tariffs to encourage cashless payment.

# BRT Characteristics

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## Halts and Interchanges

In East and West Belfast, the Glider halts have been a key part of the system image offering a distinct and high quality passenger waiting environment. Building on this success, the recommended requirements for the BRT2 halts and interchanges are:

- › High quality branded halts with paving, illuminated shelters, seating, off-board ticketing machines and validators, real-time passenger information & CCTV.
- › Safe and secure pedestrian routes to be provided to/from halts with pedestrian crossings providing access to halts.
- › Bus access kerbs provided at each halt to allow boarding at each door.
- › Halt design to be consistent and minimise step height onto vehicles.
- › Interchange halts to be provided in the City Centre and at locations of interchange with other public transport services.
- › Interchange and/or Park & Ride facilities to be located at key locations with high quality and secure parking facilities for vehicles and cycles where appropriate.





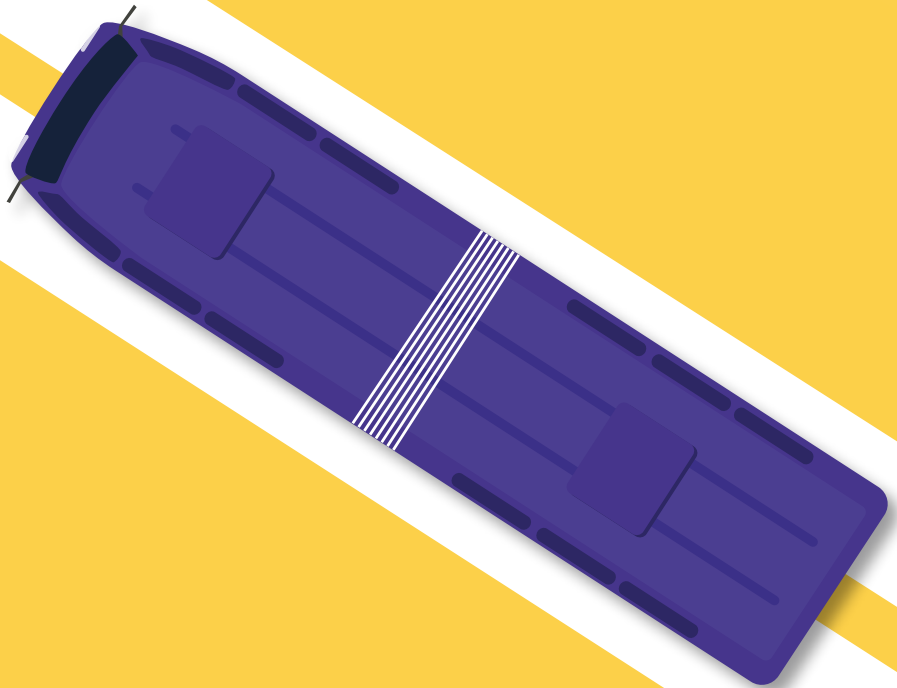


## Route Options Studies

It is essential that the BRT2 routes are able to physically accommodate the priority bus lanes which will enable the BRT2 system to operate reliably. Detailed investigations have been carried out on a number of route options for BRT2 in order to identify the most suitable routes to be taken forward for further investigation. For each potential route we have investigated:

- › Road geometry and layouts
- › Traffic flows
- › Parking
- › Adjacent land use

These elements have been assessed as part of a detailed Route Audit Report.



## Route Option Assessment Process

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## Route Options Assessment

Assessments were carried out to identify the route options, that is, the routes that are deemed to be capable of delivering a scheme which fulfils the following objectives of BRT2:

- › Provide a safe, efficient and high-quality public transport service;
- › Support sustainable economic growth and regeneration;
- › Provide equality through enhanced accessibility; and
- › Support social inclusion and the integration of communities.

**The routes assessed are shown on the city plan on pages 14-15.**

### Initial assessment

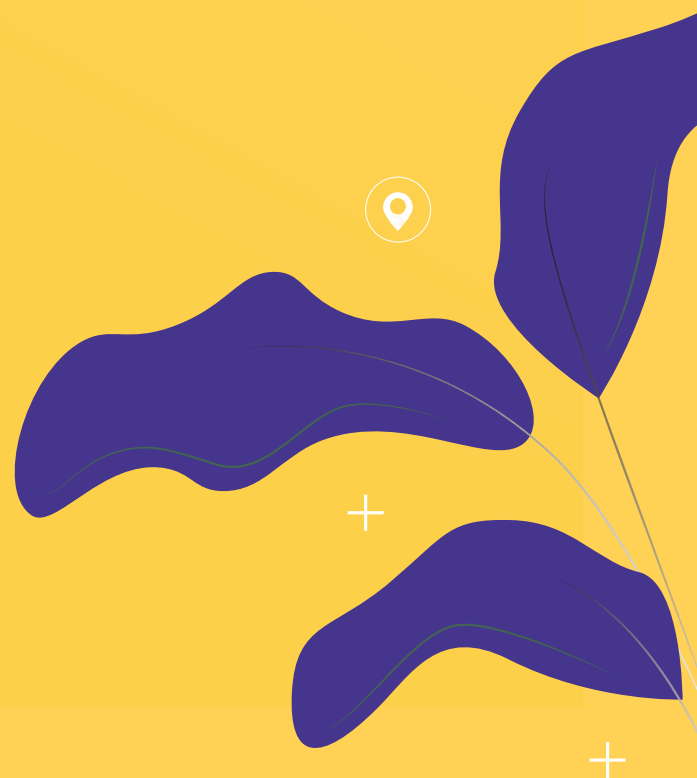
The initial stage of the Route Options Assessment was to undertake a high-level assessment of a long list of route options. This allowed unpromising options to be discarded at an early stage. The assessment included a review of:

- › how the route could contribute to meeting the project objectives and wider Government policies and strategies; and
- › the key viability and acceptability criteria of each route, including how the route could accommodate the necessary BRT infrastructure.

## Detailed assessment

A detailed assessment was then undertaken for the most promising route options. The key issues that were assessed in order to refine the viable route options were as follows:

- › the suitability of the route to provide priority lanes for the BRT2 service;
- › the potential positive impact of the route on public transport journey times and reliability;
- › the accessibility of the route to key locations of employment, healthcare, leisure, commerce and regeneration;
- › whether or not the route would provide value for money;
- › the practical feasibility of implementing the route;
- › whether the project would be within available funding if the route is selected;
- › the commercial viability of the route; and
- › the potential of the route to encourage more people to transfer from private car to public transport.



## Route Options Assessed

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**A number of options were assessed to identify the most suitable routes to be taken forward for further investigation and detailed assessment. The options assessed for North Route, South Route and the Glider G2 Extension are shown on the plan.**

### **Glider G2 Extension Options**

- › Dublin Road
- › University Road
- › Lisburn Road

**Via either:**

- › Fitzwilliam Street
- › Elmwood Avenue
- › Wellesley Avenue
- › Wellington Park
- › Eglantine Avenue

### **South Options**

- › Ormeau Road
- › Ravenhill Road
- › Saintfield Road

**And City Centre connections of:**

- › Bankmore Link and Great Victoria Street
- › Ormeau Avenue
- › Durham Street
- › Bedford Street
- › Cromac Street

### **North Options**

- › Antrim Road
- › Shore Road
- › Crumlin Road

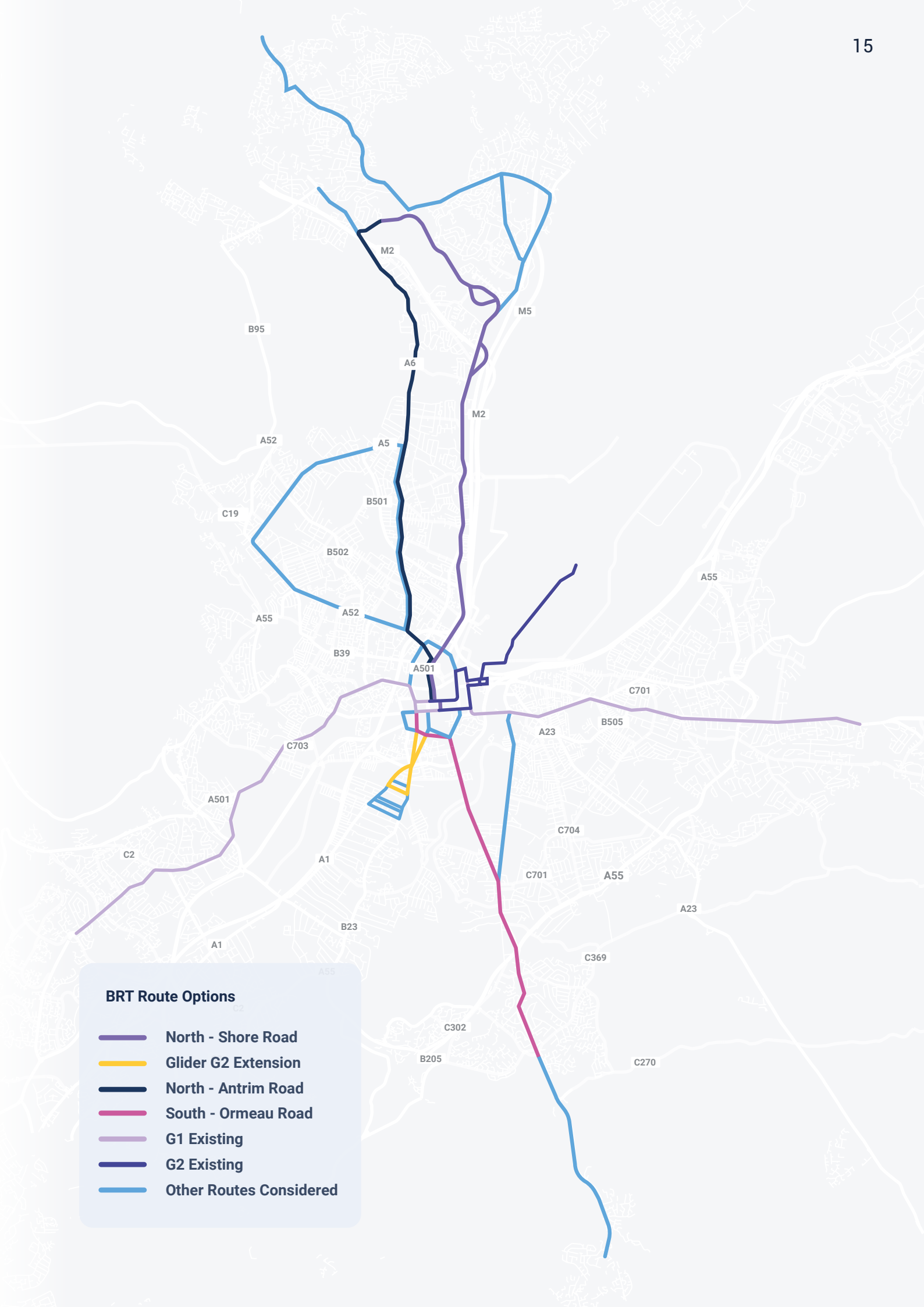
**And City Centre connections of:**

- › Royal Avenue
- › Donegall Street
- › Frederick Street
- › York Street
- › Millfield
- › Dunbar Link



**BRT Route Options**

- North - Shore Road
- Glider G2 Extension
- North - Antrim Road
- South - Ormeau Road
- G1 Existing
- G2 Existing
- Other Routes Considered



B39

A501

Linen Quarter

Belfast Great Victoria Street

C703

Shaftsbury Square

Dublin Road

Botanic Train Station

City Hospital

Fitzwilliam Street

Elmwood Mews

University Road

Queens University Belfast

Wellesley Ave  
College Gardens

Lisburn Road

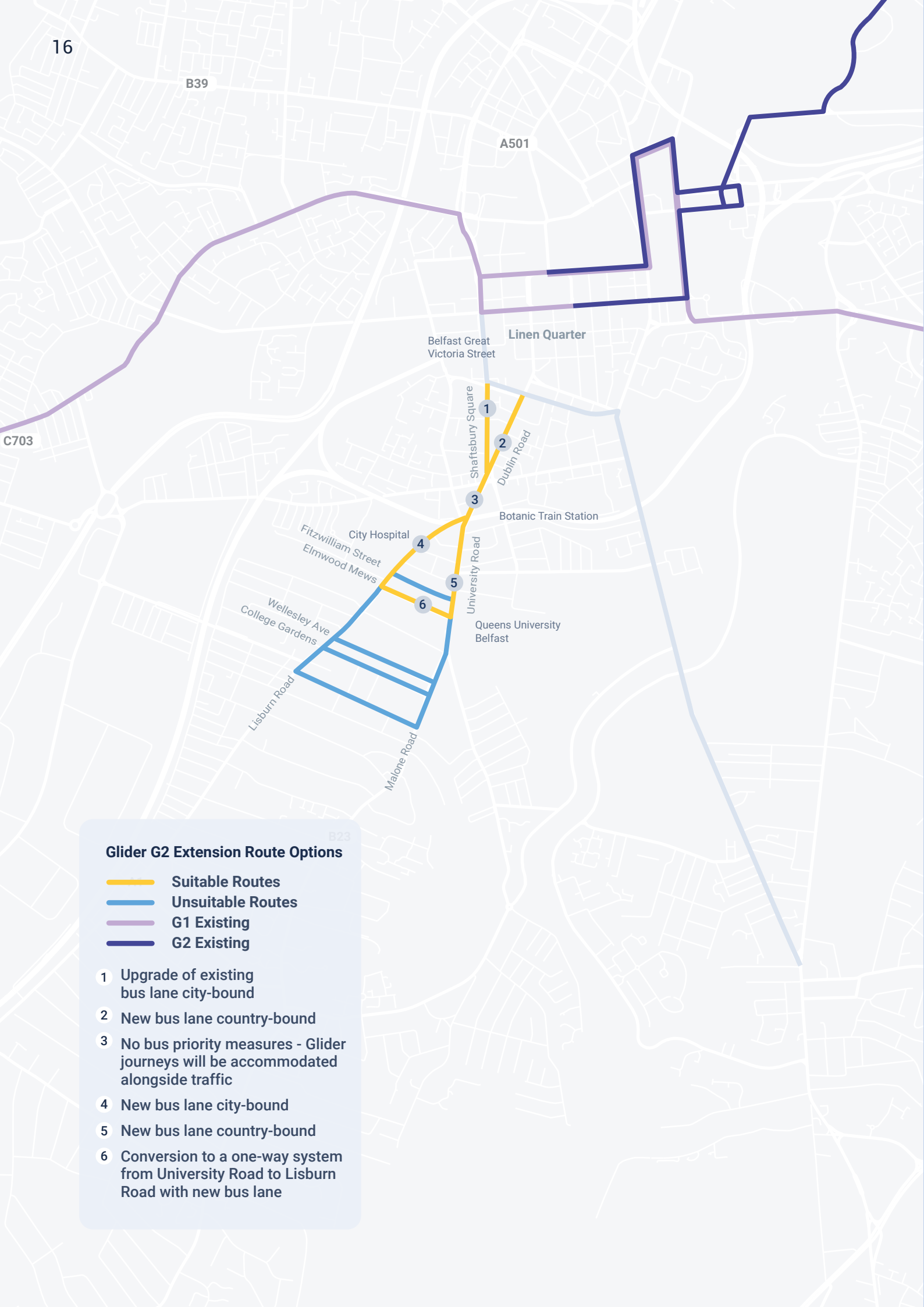
Malone Road

B23

### Glider G2 Extension Route Options

- Suitable Routes
- Unsuitable Routes
- G1 Existing
- G2 Existing

- 1 Upgrade of existing bus lane city-bound
- 2 New bus lane country-bound
- 3 No bus priority measures - Glider journeys will be accommodated alongside traffic
- 4 New bus lane city-bound
- 5 New bus lane country-bound
- 6 Conversion to a one-way system from University Road to Lisburn Road with new bus lane



# Glider G2 Extension Route Options

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## Route assessed as being suitable

### **Glider G2 Extension**

This circulatory option runs from the existing G2 network at Howard Street - Great Victoria Street - Bruce Street - Dublin Road - University Road, then connects with the Lisburn Road via Elmwood Avenue and back to the City Centre via Lisburn Road and Great Victoria Street. This route forms an extension to the existing G2 service which extends to the Titanic Quarter via the City Centre network.

This route facilitates significant priority for BRT2 using the existing roads and will enhance accessibility to Queen's University and Belfast City Hospital as well as serving the communities of Sandy Row, Donegall Pass, Botanic and Holylands. Elmwood Avenue is proposed to be converted to one-way operation in the direction of Lisburn Road with the existing on-street parking retained.

## Routes assessed as being unsuitable

### **Glider G2 Extension Anti-clockwise along University Street / Lisburn Road**

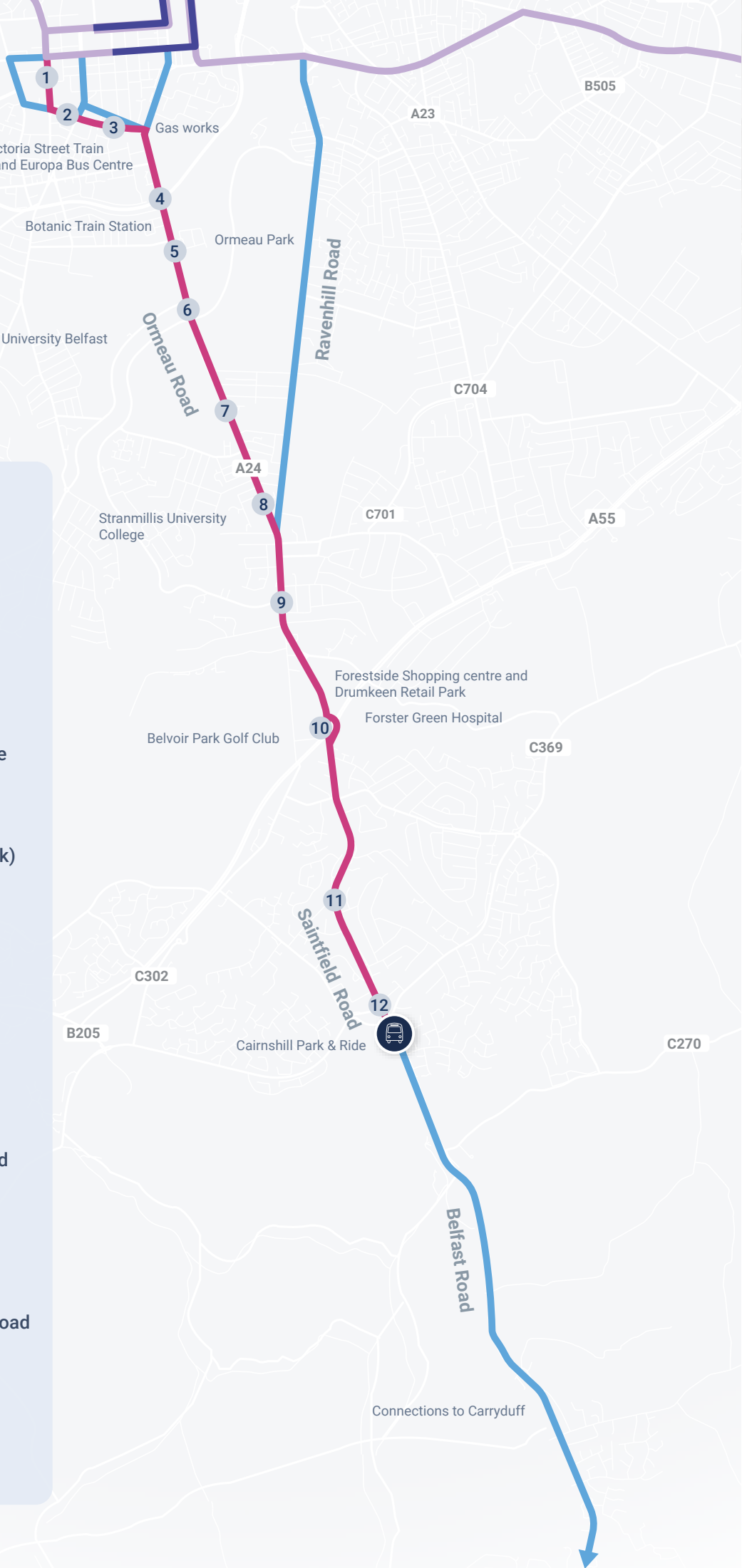
This anti-clockwise route runs from Lisburn Road via either Fitzwilliam Street, Wellesley Avenue, Wellington Park or Eglantine Avenue, connecting to the City Centre via University Road and Dublin Road. This route forms an extension to the existing G2 service which extends to the Titanic Quarter via the City Centre network.

This option was ruled out due to the need to board and alight on the opposite side of the road for Queen's University and Belfast City Hospital. All connection routes, with the exception of Elmwood Avenue, between University Road and Lisburn Road were ruled out due to the constrained nature of the streets and significant loss of on-street residential car parking required to manoeuvre a Glider vehicle and facilitate high-levels of bus priority.

**South Route Options**

- **Suitable Routes**
- **Unsuitable Routes**
- **G1 Existing**
- **G2 Existing**

- 1 New bus lane city-bound and upgrade existing bus lane country-bound
- 2 New bus lane country-bound with new contra flow bus lane westbound
- 3 New 'bus only' link provided between Bruce Street and Ormeau Road (Bankmore Link)
- 4 New bus lanes in both directions
- 5 New bus lane city-bound and upgrade existing bus lane country-bound
- 6 Bus lane set backs at traffic signals
- 7 Upgrade existing bus lanes in both directions
- 8 Ormeau Road/ Ravenhill Road roundabout converted to signalised junction
- 9 New bus lanes in both directions
- 10 Bus lane set backs at the junction of A55 / Saintfield Road
- 11 New bus lane country-bound and upgrade existing bus lane city-bound
- 12 Cairnshill Park & Ride to be upgraded and extended



# South Route Options

## Route assessed as being suitable

### Ormeau Road

This option runs from the existing G1/ G2 network at City Hall along Great Victoria Street - Bruce Street - Bankmore Link - Ormeau Road - Saintfield Road - Cairnshill Park & Ride.

From the City Centre, this option enhances access to/from Ormeau Road via a new bus-only connection on Bankmore Link (see point 3 on map). It also provides dedicated cycle lanes which enhances onward connections to the proposed Lagan Pedestrian and Cycle Bridge at the Gas Works. The route makes use of and extends existing bus lane provision along Great Victoria Street and connects to the new Belfast Transport Hub from Great Victoria Street by way of a short walk.

Along Ormeau Road, the scheme passes through mainly high-density residential areas. The required level of bus priority can be achieved within the existing highway boundary for the majority of the route (high-level of existing bus lane provision). Ormeau Road/Saintfield Road has strong public transport patronage and is designated as a Core Quality Bus Corridor in the Belfast Metropolitan Transport Plan. The route would enhance access to Forestside Shopping Centre and would connect to the existing Cairnshill Park & Ride which would be extended as part of the BRT2 project.

## Routes assessed as being unsuitable

### Ravenhill Road Option

This option runs along Ravenhill Road - East Bridge Street - Ormeau Road/ Ravenhill Road Roundabout Junction.

The required level of bus priority cannot be provided along significant stretches of Ravenhill Road without highway widening, which would cause loss of on-street residential parking and would require 3rd party land acquisition.

In addition, this route would connect to the City Centre via the existing G1 route, which would result in duplication of services between Short Strand and the City Centre.

### Cairnshill to Carryduff

This option runs from Cairnshill Park & Ride - Saintfield Road - Carryduff Roundabout.

Knockbracken Healthcare Centre and We are Vertigo represent the only notable attractors. There are low levels of frontage activity and low levels of residential density and as such, potential to attract future patronage is low. At some point in the future the residential developments that are planned for the area between Cairnshill and Carryduff may reach a size that will warrant a bespoke, regular interval service. Extension of a BRT2 service could be considered at that time.

### City Centre Connections

A number of South City Centre connection route options were ruled out as follows:

- › Ormeau Avenue
- › Durham Street
- › Bedford Street
- › Cromac Street

These routes offer limited carriageway width and the constrained City Centre nature results in lack of ability to provide high-levels of bus priority.







Connections to  
Glengormley



Proposed Park and Ride /  
Interchange Location

**North Route Options**

-  Suitable Routes
-  Unsuitable Routes
-  G1 Existing
-  G2 Existing

- 1 Localised widening to facilitate new bus lanes in both directions to proposed Park & Ride/ Interchange location on O'Neill Road
- 2 Bus Lane set backs at signalised junction
- 3 New bus lane in city-bound direction only. Possible removal of right turn pockets at Loughview Apartments, Hazelwood Park, Bellevue Park and Belfast Zoo
- 4 Upgrade bus lanes in both directions. New bus lanes in both directions from Downview Avenue to Glencoe Park. Removal of right turn pockets at Downview Lodge and Glencoe Park
- 5 Retention and upgrade of existing bus lanes in both directions
- 6 Retention and upgrade of existing south-bound and north-bound bus lanes
- 7 Retention and upgrade of existing southbound with new north-bound bus lane
- 8 Carlisle circus converted to signalised junction to facilitate enhanced Glider priority
- 9 Bus lane only in city-bound direction only on Donegall Street
- 10 Proposed two-way bus/cycle only route

B95

A6

1

2

O'Neill Road

Valley Park

M2

Belfast Zoo

3

3

A6

4

Fortwilliam Golf Club

M2

Antrim Road

A52

A5

5

Crumlin Road

Blessed Trinity College

Dominican College

Cliftonville Golf Club

Belfast Model for Girls

B501

Grove Playing Fields

Mercy College

Ballysillan Park

Alexandra Park

6

Belfast Royal Academy

B502

Crumlin Road Gaol  
Mater Hospital  
St Malachy's College

7

A55

A52

8

B39

9

Castle Court  
Shopping Centre

A501

10

Ulster University

Belfast City Hall

Linen Quarter

# North Route Options

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## Route assessed as being suitable





### Antrim Road

This option runs from the existing G1/G2 network at Belfast City Hall to Donegall Place - Royal Avenue - Donegall Street - Clifton Street - Carlisle Circus Roundabout - Antrim Road - Proposed Park & Ride/ Interchange facility on O'Neill Road.

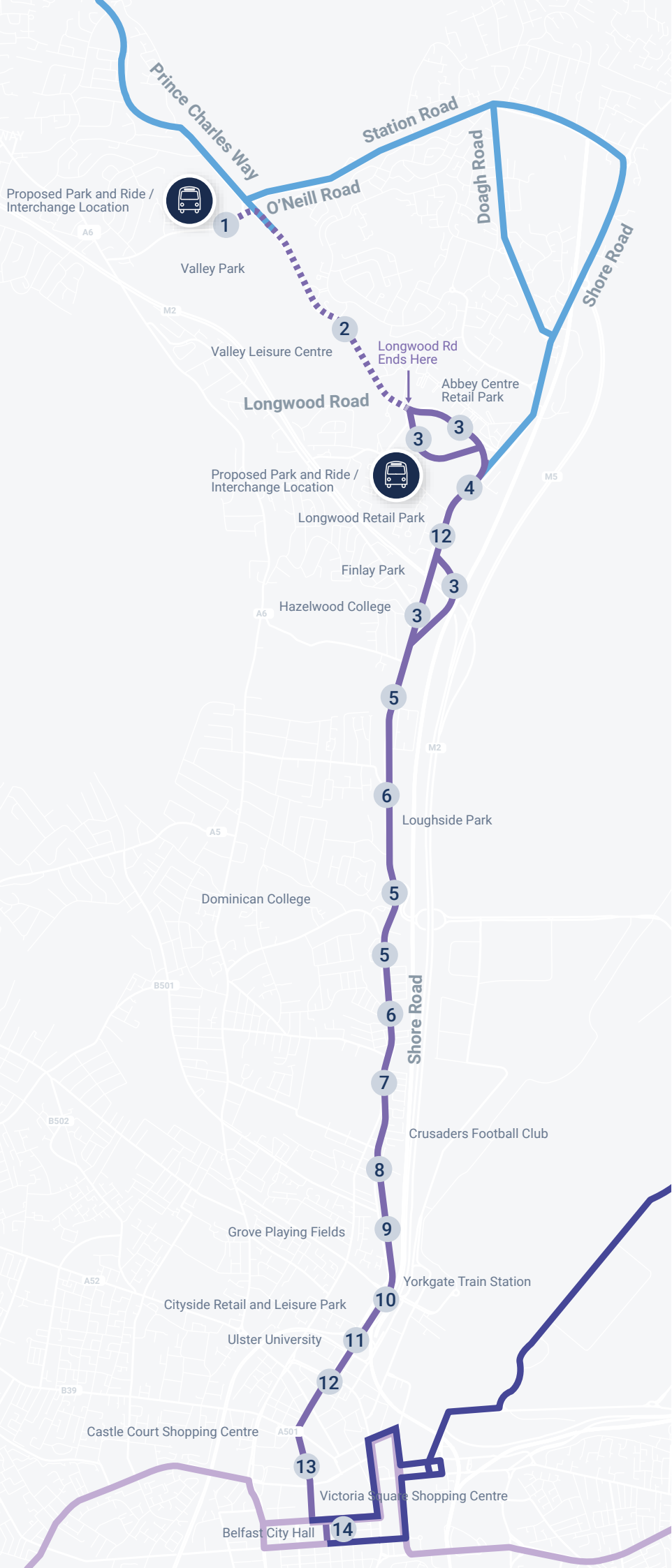
From the City Centre, this option enhances access along Antrim Road, with extended and upgraded bus lanes. A Park & Ride/Interchange location is proposed on O'Neill Road to facilitate those who wish to use their car for part of their journey or interchange to a local bus service/active travel.

Along Antrim Road, the scheme passes through a mix of low (outer sections) and high (inner sections) density residential areas. The required level of bus priority can be achieved within the existing highway boundary for the majority of route (high-level of existing bus lane provision), with only some sections of the route requiring new bus lanes. Antrim Road benefits from high levels of existing bus patronage serving an established population catchment. It is also designated as a Core Quality Bus Corridor in the Belfast Metropolitan Transport Plan. This route would enhance access to Mater Hospital, Belfast Castle, Belfast Zoo and a number of education facilities.

**North Route Options**

-  Suitable Routes
-  Unsuitable Routes
-  G1 Existing
-  G2 Existing

- 1 Localised widening to facilitate new bus lanes in both directions to proposed Park & Ride/ Interchange location on O'Neill Road
- 2 New bus lanes in both directions. Localised widening required outside of highway boundary
- 3 Existing nearside lane to become new bus lane
- 4 New bus lane in city-bound direction only. Some localised widening required outside of highway boundary
- 5 Bus Lane set backs at traffic signals: Donegall Park Avenue, Dargan Road, Fortwilliam Park
- 6 Extend and upgrade existing bus lanes in both directions
- 7 Possible removal of right turning pockets at Skegoneil Ave, O'Dempsey Street, Mineral Street, Harrisburg Street, Pittsburg Street, Arosa Parade and North Queen Street
- 8 Possible removal of parking bays between North Derby Street and Grove Place
- 9 New bus lane city-bound and upgrade of existing bus lane country-bound
- 10 New bus lane country-bound and new contra flow bus lane city-bound
- 11 Tie in with York Street Interchange scheme
- 12 New bus lanes in both directions
- 13 Proposed two-way bus/cycle only route
- 14 Glider to utilise existing College Square East infrastructure, upgraded to include Glider halts and infrastructure



# North Route Options

## Routes assessed as being suitable

### Shore Road to O'Neill Road

This option runs along Donegall Place - Royal Avenue - York Street - York Road - Shore Road - Longwood Road - Proposed Park & Ride/Interchange location at O'Neill Road, as shown by the dashed line on the map.

From the City Centre, this option enhances access along Shore Road, with extended and upgraded bus lanes. A Park & Ride/Interchange location is proposed on O'Neill Road to facilitate those who wish to use their car for part of their journey or interchange to a local bus service/active travel.

Along Shore Road, the scheme passes through a mix of medium to high-density residential areas. The required level of bus priority can be achieved within the existing highway boundary for the majority of the route (high-level of existing bus lane provision), with new bus lanes between Longwood Road and O'Neill Road. Shore Road benefits from high levels of existing bus patronage supported by an established population catchment. It is also designated as a Core Quality Bus Corridor in the Belfast Metropolitan Transport Plan. This route would enhance access to Ulster University, Cityside Retail Park, Abbey Centre, Longwood Retail Park, Seaview Stadium, Grove Leisure Centre, Valley Leisure Centre as well as commercial premises along Church Road.

### Shore Road to Longwood Road

This option runs along Donegall Place - Royal Avenue - York Street - York Road - Shore Road - Longwood Road.

From the City Centre, this option enhances access along Shore Road, with extended and upgraded bus lanes. A Park & Ride/Interchange location is proposed at Longwood Road to facilitate those who wish to use their car for part of their journey or interchange to a local bus service/active travel.

Along Shore Road, the scheme passes through a mix of medium to high-density residential areas. The required level of bus priority can be achieved within the existing highway boundary for the majority of the route (high-level of existing bus lane provision). Shore Road benefits from high levels of existing bus patronage supported by an established population catchment. It is also designated as a Core Quality Bus Corridor in the Belfast Metropolitan Transport Plan. This route would enhance access to Ulster University, Cityside Retail Park, Abbey Centre, Longwood Retail Park, Seaview Stadium and Grove Leisure Centre.

# North Route Options

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## Routes assessed as being unsuitable

### **Antrim Road extending beyond O'Neill Road**

This section runs along Antrim Road - Glengormley Town Centre.

The required level of bus priority cannot be achieved along this section of the Antrim Road or Ballyclare Road without highway widening which would require 3rd party land acquisition. BRT services would be required to run on-street in mixed traffic and would therefore be subject to peak delays, resulting in unreliable journey times. The junction of Ballyclare Road/Hightown Road currently experiences high traffic volumes and as such bus priority would be challenging to achieve without a significant impact on general traffic. An extension to Sandyknowes roundabout was ruled out on the basis that Sandyknowes facilitates strategic traffic movements and as such any impact on general traffic to achieve bus priority at this location would be a high risk to stakeholder and public acceptability.

### **Shore Road extending beyond Longwood Road**

This option runs from it's junction with Longwood Road - Doagh Road - Station Roundabout (via either Doagh Road or A2 Station Road) - O'Neill Road - Prince Charles Way - Ballyclare Road - Proposed Park & Ride/ Interchange at Global Point Avenue.

The required level of bus priority cannot be achieved along the Doagh Road without significant highway widening which would require 3rd party land acquisition. BRT services would therefore be required to run along the A2 which carries strategic traffic movements from the north-east coast and facilitates access to the M5 motorway. Reallocation of road space from general traffic to bus lanes would result in a significant detriment to general traffic and lead to unacceptable levels of congestion in this area. Moving beyond the A2 at Station Road the area typically exhibits a mix of low to medium density residential areas, with low levels of frontage activity (i.e. local shops and services) and has a lack of significant attractors or generators which are needed to provide the patronage levels required to service a rapid transit scheme.



### **Crumlin Road**

This option runs along Clifton Street - Carlisle Circus Roundabout - Crumlin Road - Ballysillan Road - North Circular Road - Antrim Road - Carlisle Circus Roundabout.

The required levels of bus priority cannot be provided along Crumlin Road without highway widening, which would cause loss of on-street residential parking and would require 3rd party land acquisition. BRT services would be required to run on-street in mixed traffic and would therefore be subject to peak delays, resulting in unreliable journey times.

There are limited attractors in the area beyond the Mater Hospital and Crumlin Road Gaol. Due to the lack of ability to provide a dedicated interchange or Park & Ride site, a BRT route using Crumlin Road would need to operate as a circular route in conjunction with the lower section of the Antrim Road which is not efficient nor desirable for a public transport service.

### **City Centre Connections**

A number of North City Centre connection route options were ruled out as follows:

- › Frederick Street
- › Millfield
- › Great Patrick Street

These routes were ruled out as they would require BRT to operate along the Inner Ring Road and as such there was limited opportunity to provide high-levels of bus priority. They also do not offer a high level of City Centre access.

# Summary

## Route Options for Consultation

Based on the assessments carried out, the three route options for consultation are presented in this section. Following this public consultation, further modelling and analysis will be undertaken to establish the preferred option.

### O'Neill Road to Cairnshill Park & Ride via Antrim Road and Ormeau Road

- › The Antrim Road option which runs from the existing G1/G2 network at City Hall - Donegall Place - Royal Avenue - Donegall Street - Clifton Street - Carlisle Circus Roundabout - Antrim Road to a proposed Park & Ride/ Interchange facility on O'Neill Road.
- › The Ormeau Road option which runs from the existing G1/G2 network at City Hall - Great Victoria Street - Bruce Street - Bankmore Link - Ormeau Road - Ormeau Road / Ravenhill Road Roundabout - Saintfield Road to Cairnshill Park & Ride.
- › The Glider G2 Extension runs from the existing G2 network at Howard Street - Great Victoria Street - Bruce Street - Dublin Road - University Road, then connects with the Lisburn Road via Elmwood Avenue and back to the City Centre via Lisburn Road and Great Victoria Street. This route forms an extension to the existing G2 service which extends to the Titanic Quarter via the City Centre network.

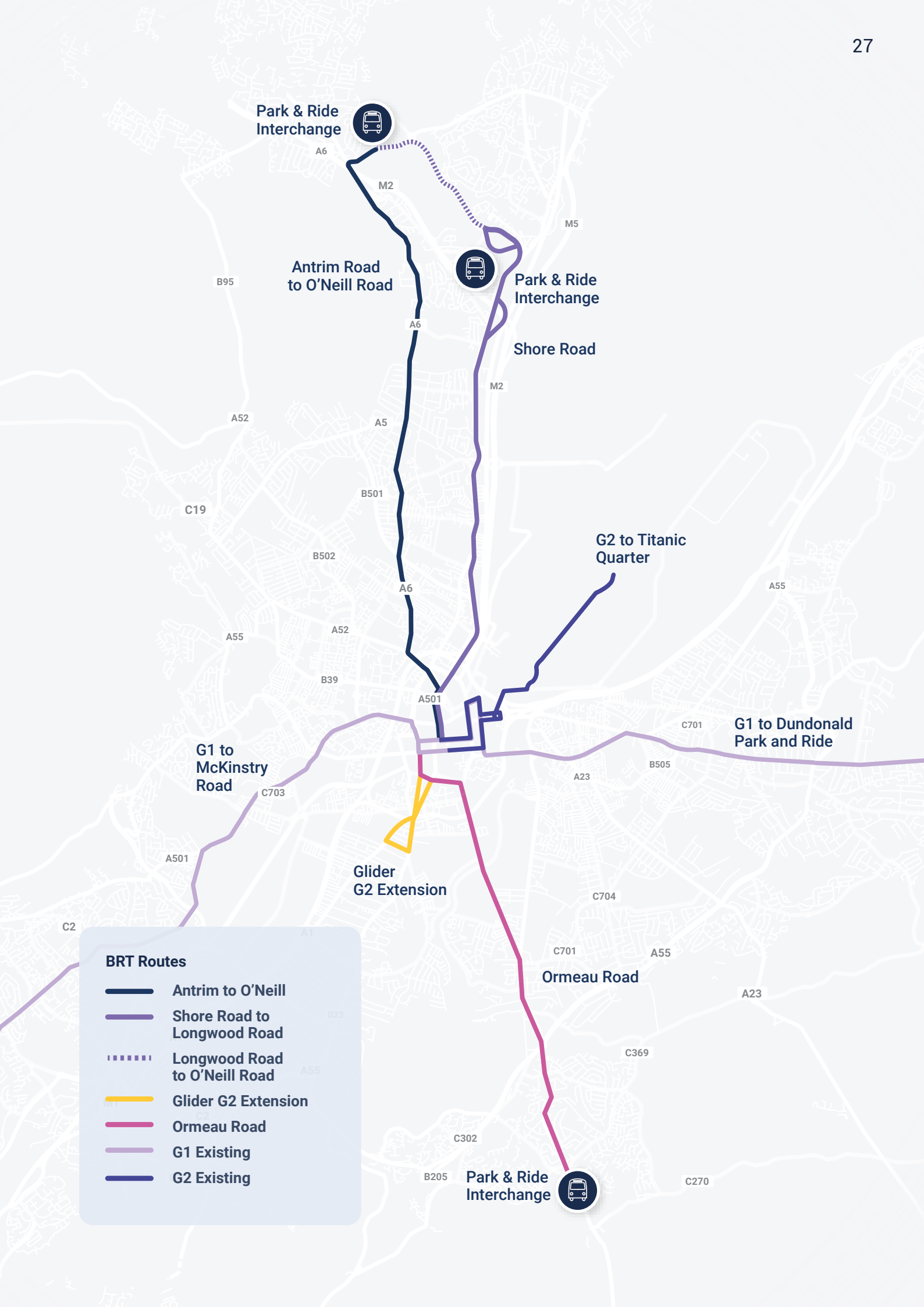
### O'Neill Road to Cairnshill Park & Ride via Shore Road and Ormeau Road

- › The Shore Road option which runs from the existing G1/G2 network at City Hall - Donegall Place - Royal Avenue - York Street - York Road - Shore Road - Longwood Road - Church Road to a proposed Park & Ride/Interchange facility on O'Neill Road.

- › The Ormeau Road option which runs from the existing G1/G2 network at City Hall - Great Victoria Street - Bruce Street - Bankmore Link - Ormeau Road - Ormeau Road / Ravenhill Road Roundabout - Saintfield Road to Cairnshill Park & Ride.
- › The Glider G2 Extension runs from the existing G2 network at Howard Street - Great Victoria Street - Bruce Street - Dublin Road - University Road, then connects with the Lisburn Road via Elmwood Avenue and back to the City Centre via Lisburn Road and Great Victoria Street. This route forms an extension to the existing G2 service which extends to the Titanic Quarter via the City Centre network.

### Longwood Road to Cairnshill Park & Ride via Shore Road and Ormeau Road

- › The Shore Road option which runs from the existing G1/G2 network at City Hall - Donegall Place - Royal Avenue - York Street - York Road - Shore Road - Longwood Road to a proposed Park & Ride/ Interchange facility on Longwood Road
- › The Ormeau Road option which runs from the existing G1/G2 network at City Hall - Great Victoria Street - Bruce Street - Bankmore Link - Ormeau Road - Ormeau Road / Ravenhill Road Roundabout - Saintfield Road to Cairnshill Park & Ride.
- › The Glider G2 Extension runs from the existing G2 network at Howard Street - Great Victoria Street - Bruce Street - Dublin Road - University Road, then connects with the Lisburn Road via Elmwood Avenue and back to the City Centre via Lisburn Road and Great Victoria Street. This route forms an extension to the existing G2 service which extends to the Titanic Quarter via the City Centre network.



**BRT Routes**

- Antrim to O'Neill
- Shore Road to Longwood Road
- Longwood Road to O'Neill Road
- Glider G2 Extension
- Ormeau Road
- G1 Existing
- G2 Existing



## Next Steps

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### Further Investigation of Route Options

The responses to this consultation will be an important step in determining the preferred route options for BRT2. In addition, further investigations of road geometry, junction arrangements, Park & Ride and halt locations will be undertaken in order to further inform the selection of the preferred route layouts.

### Development of Service Operations

Further development and assessment of the route options will involve the preparation of preliminary service operation plans for each option. This task will be undertaken in conjunction with Translink. It will include the review of existing bus services along the network and recommendations on the integration of other feeder/residual services to support BRT2.

### Further Consultations

Further public consultation will be undertaken prior to implementation of the scheme.

## Your Views on Route Options

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The purpose of this consultation is to get your views on the routes considered and on the selection of the options presented for consultation. The Department will publish a summary of responses following completion of the consultation process. Your response, and all other responses to the consultation, may be disclosed on request. The Department can only refuse to disclose information in exceptional circumstances. Appendix 1 overleaf will give you guidance on the legal position about any information given by you in response to this consultation.

### Dfl Contact Details

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Department for Infrastructure,  
Transport Projects Branch,  
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# Appendix 1

## Freedom of Information Act 2000 - Confidentiality of Consultations

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The Freedom of Information Act gives the public a right of access to any information held by a public authority, namely, the Department in this case. This right of access to information includes information provided in response to a consultation. The Department cannot automatically consider as confidential information supplied to it in response to a consultation. However it does have the responsibility to decide whether any information provided by you in response to this consultation, including information about your identity, should be made public or treated as confidential.

This means that information provided by you in response to the consultation is unlikely to be treated as confidential, except in very particular circumstances. The Lord Chancellor's Code of Practice on the Freedom of Information Act provides that: The Department should only accept information from third parties in confidence if it is necessary to obtain that information in connection with the exercise of any of the Department's functions and it would not otherwise be provided.

The Department should not agree to hold information received from third parties 'in confidence' which is not confidential in nature. Acceptance by the Department of confidentiality provisions must be for good reasons, capable of being justified to the Information commissioner.

**This publication can also be made available in alternative accessible formats on request.**



Department for  
**Infrastructure**  
An Roinn  
**Bonneagair**

[www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)



**Belfast Region  
City Deal**

# Your Feedback

**Thank you very much for your  
time in completing this survey.**

This is the public consultation on route options for BRT Phase 2 and the objective is to invite members of the public and other stakeholders to comment on the proposals presented. These comments will assist the Department for Infrastructure in identifying preferred route options for the extension of the BRT network into North and South Belfast; Lisburn and Castlereagh City Council and Antrim and Newtownabbey Borough Council areas. In addition, the existing Glider G2 network will be extended to serve Queen's University and Belfast City Hospital. Please ensure you have familiarised yourself with the route options for Belfast Rapid Transit Phase 2, available in the brochure, prior to completing the feedback form.

Responses will be handled in accordance with the General Data Protection Regulations which came into effect in May 2018. Data related to this survey is anonymised and will be used solely for the purpose of this consultation.

## DfI Contact Details

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## Belfast Rapid Transit Phase 2

**Public Consultation  
on Route Options**

**26th July to 4th October 2021**



**Belfast Region  
City Deal**

## General

What is your postcode? (This is solely for the purpose of understanding the geographical areas that responses are being submitted from)

## Route Feedback

Tick the Routes you are providing feedback on:

- All Routes
- North Routes only
- South Route only
- Glider G2 Extension only

Do you have any comments you would like to raise regarding this route?

## BRT Phase 2 Route Options

For questions 1 to 6, please indicate your response using the options below:

**A: Strongly Agree**

**B: Agree**

**C: No Strong View / Unsure**

**D: Disagree**

**E: Strongly Disagree**

1. Do you agree that the Department has considered the most appropriate route options for Belfast Rapid Transit Phase 2?

- A  B  C  D  E

2. Do you believe that the route options will deliver a high quality public transport system for Belfast?

- A  B  C  D  E

3. Do you believe that the route options will encourage people to travel by public transport rather than by car?

- A  B  C  D  E

4. Do you believe that the route options will support economic growth and regeneration in Belfast?

- A  B  C  D  E

5. Do you believe that the route options will provide improved accessibility to jobs, shops, hospitals, education and leisure facilities in Belfast?

- A  B  C  D  E

6. Do you believe that the route options will support the integration of communities within Belfast?

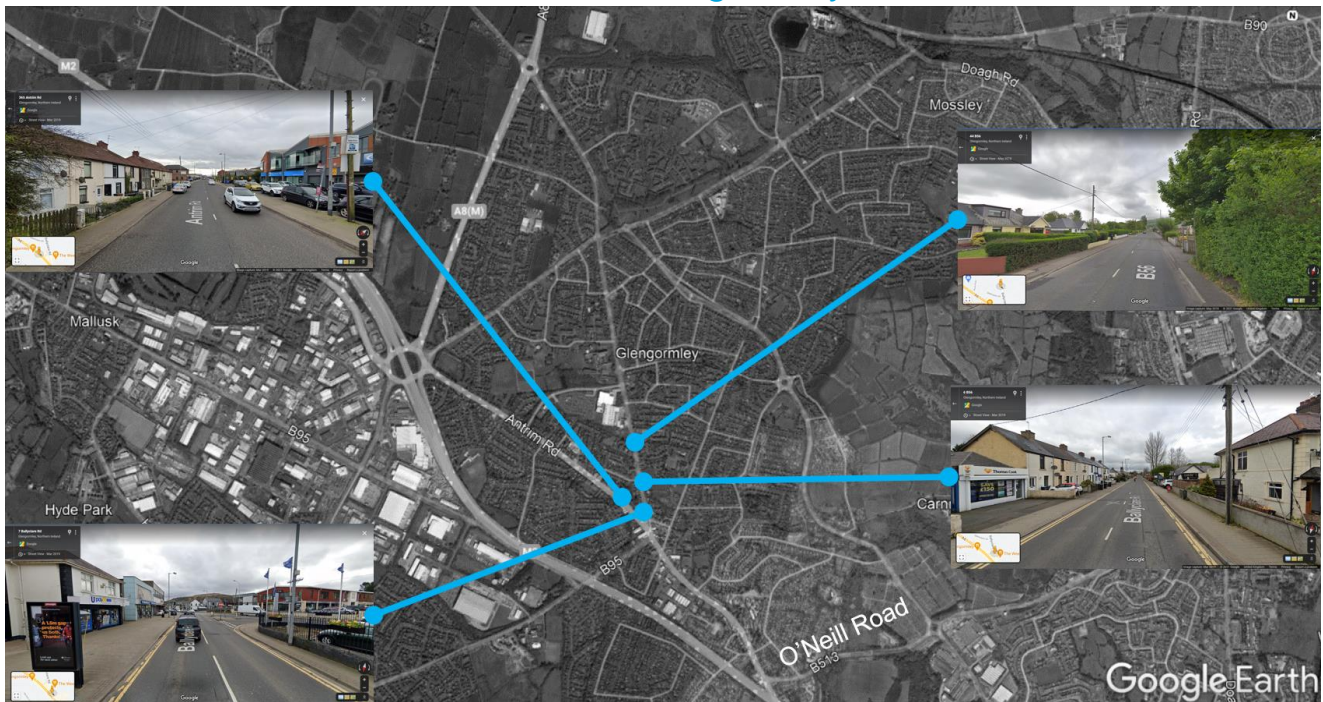
- A  B  C  D  E

## Route Feedback

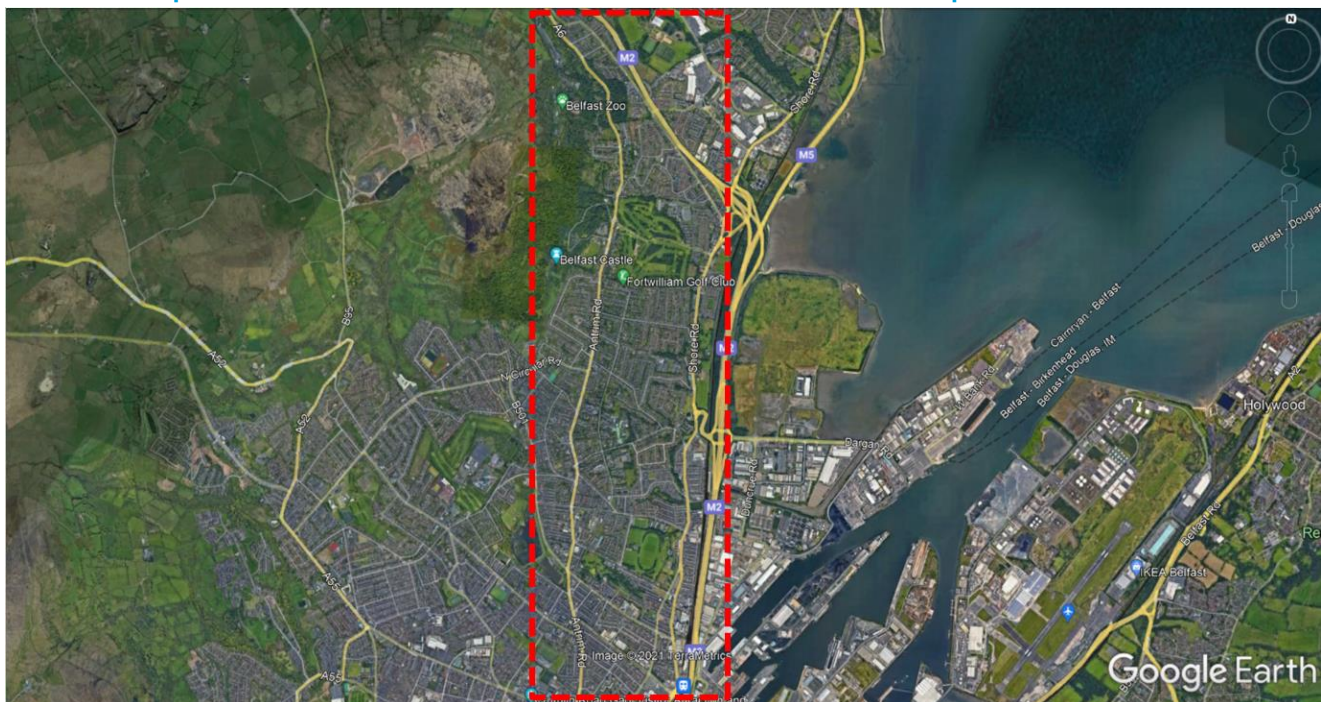
Do you have any specific comments regarding the route options for BRT Phase 2?

# Appendix B. Key Theme Consideration Figures

## B.1. Extension of north route to Glengormley



## B.2. Operation of an Antrim Road/ Shore Road loop service

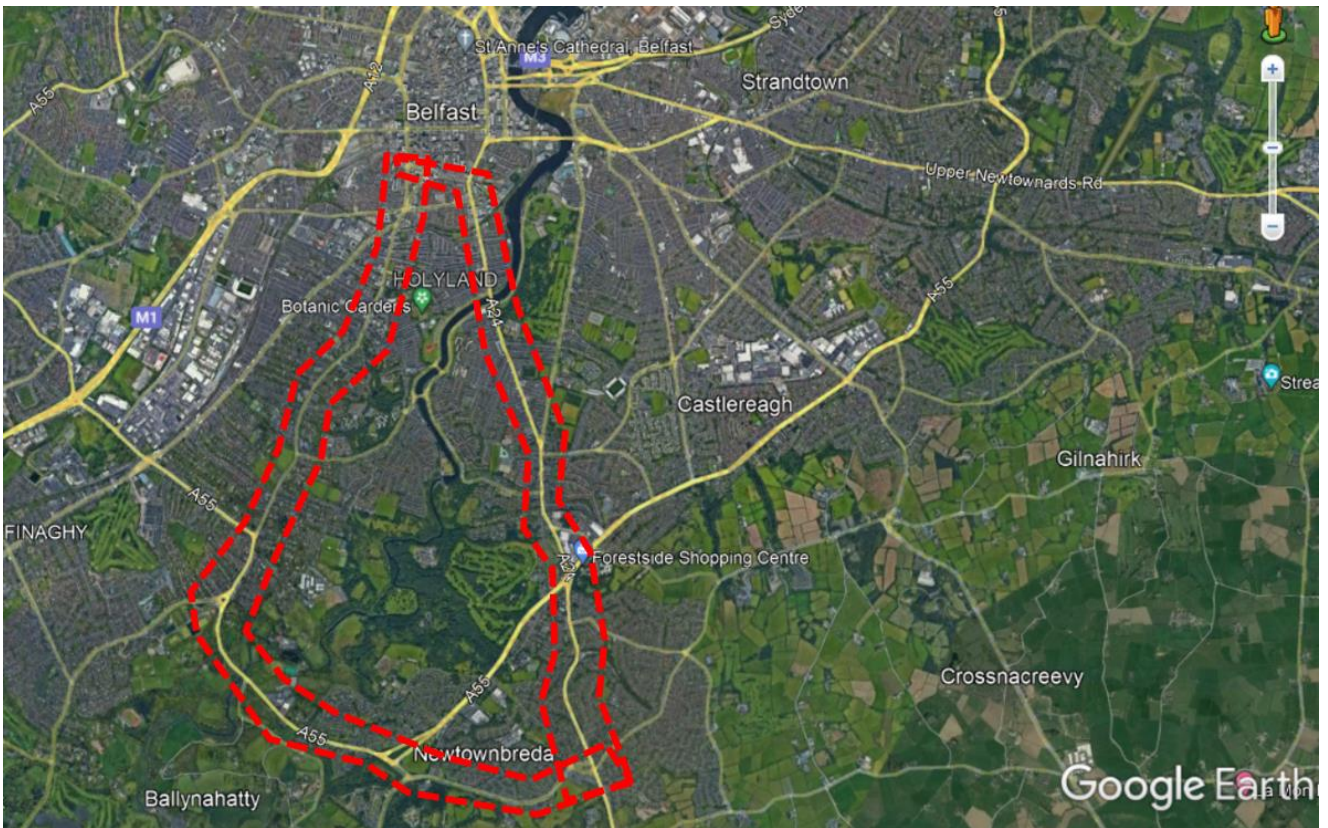




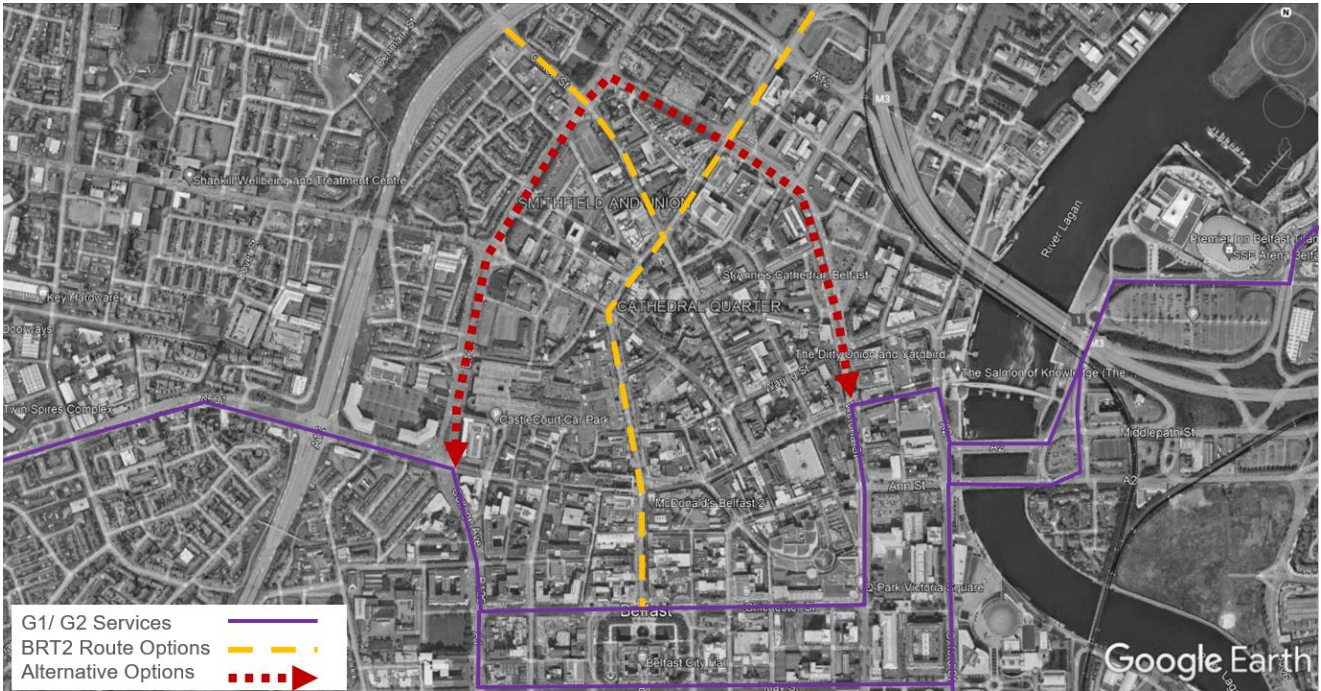
### B.3. Extension of the south route to Carryduff



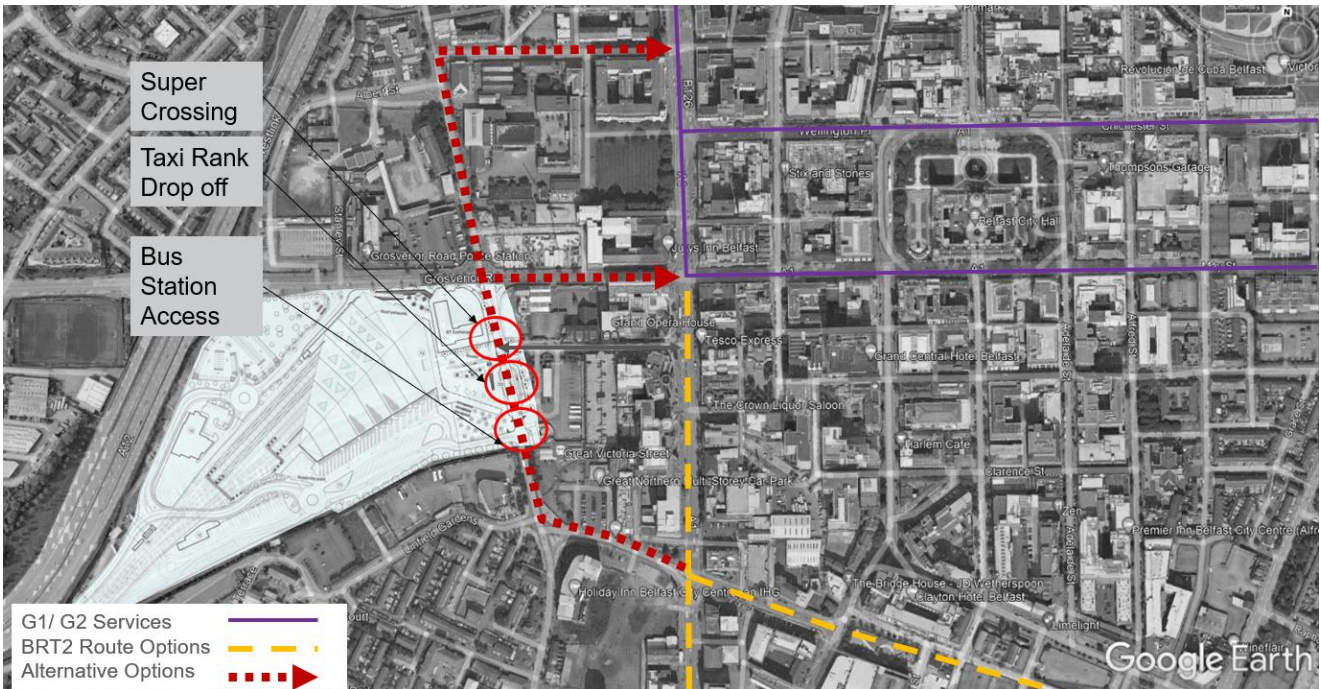
### B.4. Consideration of Malone Road as an alternative south route



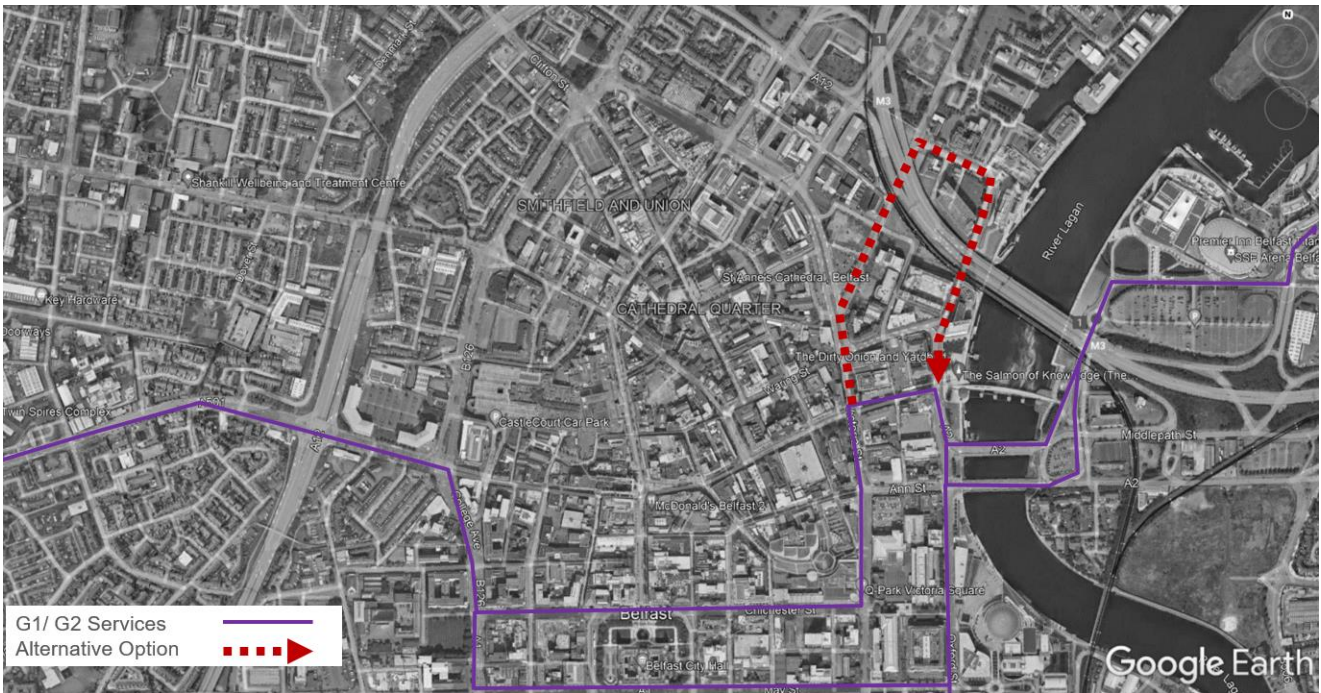
## B.5. Royal Avenue and Donegal Place to access the city centre



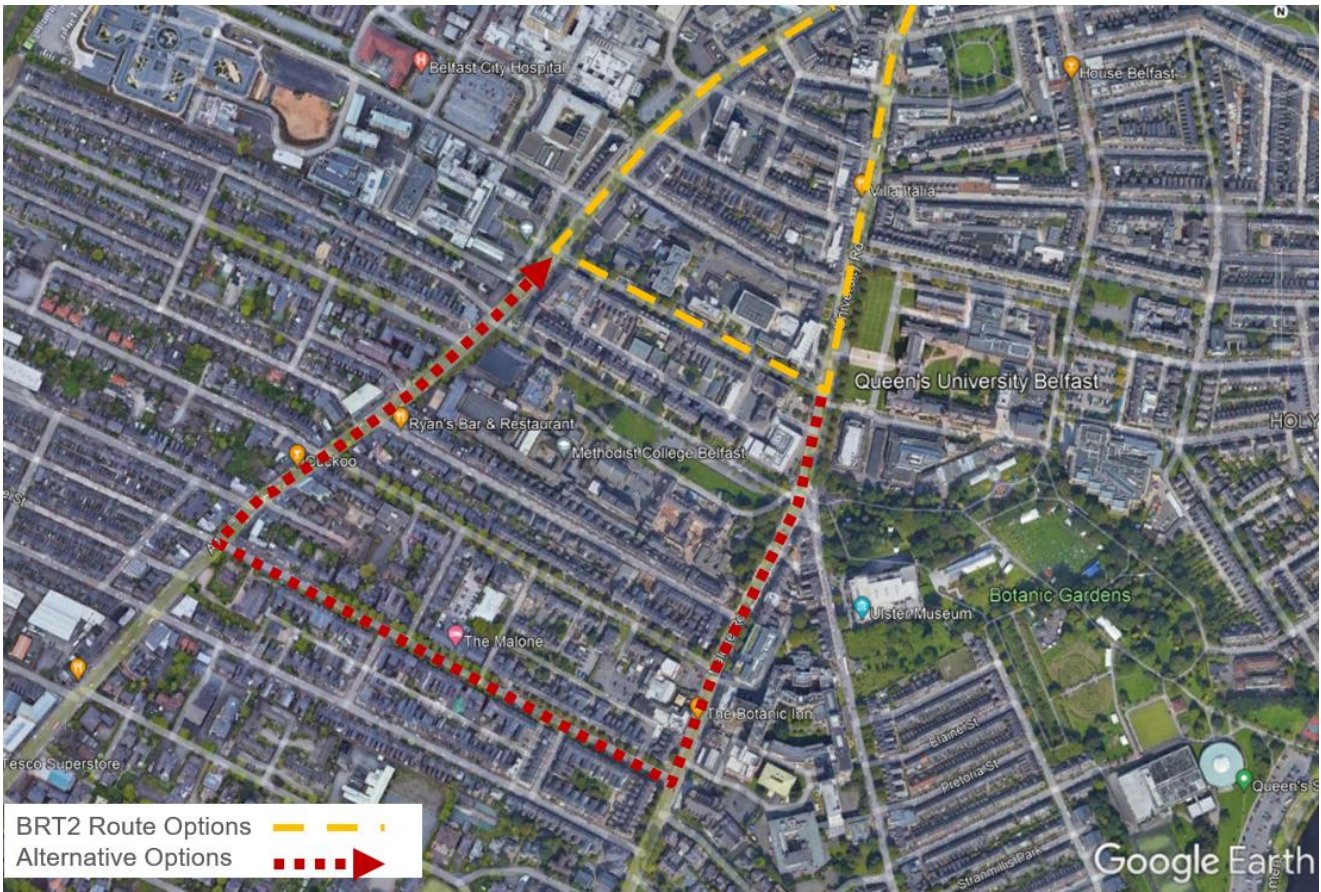
## B.6. Provision of a direct access to the Belfast Transport Hub



## B.7. Extension of the G2 service into the City Quays area



## B.8. G2 Extension to utilise Eglantine Avenue instead of Elmwood Avenue



# Appendix C. S. 75 Groups

Action Cancer  
Action for Children  
ADD-NI  
Advice NI  
Age NI  
Ageing Research and Development Division (IPH)  
Alliance Party of Northern Ireland  
Alzheimer's Society  
Antrim and Newtownabbey Borough Council  
Ards and North Down Borough Council  
Armagh Banbridge and Craigavon Council  
Assembly Library  
Asthma UK NI  
Autism Initiatives  
Autism Network NI  
Autism NI  
Bahá í Council for Northern Ireland  
Ballybeen Women's Centre  
Barnardo's NI  
Base 2 NIACRO  
Belfast Butterfly Club  
Belfast Central Mission  
Belfast City Council  
Belfast City Council Youth Forum  
Belfast Harbour  
Belfast International Airport  
Belfast Islamic Centre  
Belfast Jewish Community  
Belfast Migrants Centre  
Bishop of Down and Connor  
British Association for shooting & Conservation  
British Deaf Association  
British Red Cross  
Bryson Charitable Group  
Bryson Intercultural  
Business Services Organisation - HSC, Equality Unit  
Cancer Focus NI  
Cancer Lifeline  
Carafriend  
Carers NI  
Cause for Mental Health  
Causeway Coasts and Glens Council

Census NISRA  
Centre for Effective Services (CES) NI  
Chartered Institute of Highways and Transportation NI  
Children in Northern Ireland (CiNi)  
Children's Law Centre  
Chinese Welfare Association  
Chrysalis Women's Centre  
Church of Ireland House  
City of Derry Airport  
CO3 Chief Officers 3rd Section  
Coiste-na n-iarchimi  
Coleraine Harbour  
Colin Neighbourhood Partnership  
Commissioner for Older People NI  
Committee on the Administration of Justice (CAJ)  
Community Development & Health Network NI  
Community Places  
Community Relations Council  
Community Restorative Justice Ireland  
Community Transport Association (CTA)  
Confederation of British Industry (CBI)  
Conservation Volunteers NI  
Consumer Council  
Contact a Family NI  
Crossroads Care - Caring for Carers (NI) Ltd  
Cruse Bereavement Care (NI)  
CTC/ National Cycling Charity  
Democratic Unionist Party  
Department for Agriculture Environment & Rural Affairs  
Department for Communities  
Department for the Economy  
Department of Education  
Department of Finance  
Department of Health  
Department of Justice  
Derry City and Strabane District Council  
Derry Well Woman  
DfI Equality & Emergency Planning  
DfI LGBT Network  
Disability Action  
Disabled Drivers Association NI  
Disabled Motoring UK  
Down's Syndrome Association  
Eastern Health and Social Services Board  
Education Authority

Education of Deaf and Blind Society  
Employers' Forum on Disability (NI)  
Enniskillen Airport Limited  
Equality Coalition  
Equality Commission for NI  
Falls Community Council  
Falls Women's Centre  
Federation for Small Businesses  
Fermanagh and Omagh District Council  
Fermanagh Community Transport  
Focus: the Identity Trust  
Foyle Women's Aid  
Foyle Women's Information Network  
Freight Transport Association  
Friends of the Earth  
Gay & Lesbian Youth NI  
George Best City Airport  
Grand Orange Lodge of Ireland  
Health & Safety Executive NI  
HERE NI (for Lesbian and bi sexual women)  
Hourglass (Elderly Abuse Charity)  
IMTAC  
Include Youth - Young Voices Project  
Indian Community Centre  
Inspire Wellbeing Group  
Institute of Directors (IOD)  
Invest NI  
Irish Congress of Trades Unions NI (ICTUNI)  
Irish Transport Heritage Limited  
Larne Harbour  
Law Centre (NI)  
Lisburn and Castlereagh City Council  
Living Streets (The Pedestrians Association)  
Londonderry Port and Harbour Commissioners  
MACS Supporting Young People  
Magherafelt Women's Group  
ME Association (ME/CFS)  
Mencap  
Methodist Church in Ireland  
Mid and East Antrim Borough Council  
Mid Ulster Council  
Mineral Products Association (MPA)  
Multiple Sclerosis Society  
National Association of Councillors (NI Region)  
National Autistic Society Northern Ireland

National Children's Bureau  
National Society for Prevention of Cruelty to Children  
Newry & Mourne Senior Citizens' Consortium  
Newry Mourne and Down District Council  
NI Anti-Poverty Network/Youthnet NI  
NI Association for Mental Health  
NI Association for the Care and Resettlement of Offenders  
NI Chamber of Commerce and Industry  
NI Chest Heart & Stroke  
NI Commissioner for Children & Young People (NICCY)  
NI Council for Voluntary Action (NICVA)  
NI Environment Link  
NI Gay Rights Association (NIGRA)  
NI Housing Executive Equality Unit  
NI Human Rights Commission  
NI Rural Development Council  
NI Rural Women's Network  
NI Statistics and Research Agency (NISRA)  
NI Women's Aid Federation  
NI Youth Forum  
NIPSA  
NITHCo  
North West Community Network  
Northern Health and Social Care Trust  
Northern Ireland Alternatives  
Northern Ireland Ambulance Service HSC Trust  
Northern Ireland Assembly  
Northern Ireland Women's European Platform  
ORECNI  
Parenting NI  
Parkinson's UK Northern Ireland  
Participation Network  
Phoenix Natural Gas  
Presbyterian Church in Ireland  
Press for Change  
Progressive Unionist Party  
Queerspace  
RNIB  
RNID  
Road Safe NI  
Rural Action  
Rural Community Network  
Save the Children  
SDLP  
Sense NI

Shine Charity  
Shopmobility  
Sinn Fein  
South West Age Partnership  
STEP (South Tyrone Empowerment Programme)  
SUSTRANS  
The Cedar Foundation  
The Community Foundation  
The Executive Office  
The Green Party  
The Guide Dogs for the Blind Association  
The Law Society of Northern Ireland  
The Omnibus Partnership  
The Rainbow Project  
The Women's Centre  
Training for Women Network Ltd  
UK Sports Association for People with Learning Disability  
Ulster Scots Agency  
Ulster Unionist Party  
Ultach  
UNISON NI  
Unite Union  
Volunteer Now  
Warrenpoint Harbour Authority  
Waterways Ireland  
Wildfowl and Wetlands Trust  
Women's Forum  
Women's Resource and Development Agency  
Women's Support Network  
Worker's Party  
Youth Council for NI



