Belfast Rapid Transit

5th Annual UK Bus Summit
6 February 2019

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Population Density
N.I. Context:
Journey Flows

Journey to Work Flows
### Transport Modes

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ulsterbus/Goldline</th>
<th>Metro</th>
<th>NIRailways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patronage 2017/18</td>
<td>38.1m</td>
<td>28m</td>
<td>15m</td>
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<tr>
<td>Change on 2016/17</td>
<td>-1%</td>
<td>+2%</td>
<td>+6%</td>
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Programme for Government

• Sets out Departmental Priorities

• Indicators:
  • Average journey time on key economic corridors
  • % of all journeys which are made by walking/cycling/public transport

• Focussed Outcomes
  • We live and work sustainably – protecting the environment
  • We connect people and opportunities through our infrastructure

• Achieving these ambitions requires input from across central and local Government, businesses, communities
Delivery Plan

• Long term planning and investment is required
• Budget uncertainty creates a major challenge
• Investment in new infrastructure
• Maintaining current network
• Strategic network
• Modal shift
What is Belfast Rapid Transit?

- A N.I. Executive Flagship project
- A £90m investment in a new kind of high quality public transport system for Belfast
- Phase 1 connects East Belfast, West Belfast & Titanic Quarter via the city centre.
- Replaced the majority of the existing Metro services on the routes.
- Operated by Translink under the brand name Glider
Objectives of BRT

- A **transformational project** for Belfast

- To underpin the delivery of draft **Programme for Government** outcomes in relation to sustainability, connectivity and an increase in the use of public transport, walking and cycling by -

- supporting **sustainable economic growth and regeneration**; providing high quality access and connectivity between different parts of the city

- providing equality through **enhanced accessibility linking** the most deprived communities to key employment locations, retail facilities, leisure, health and education services

- supporting **social inclusion** and the **integration** of communities across the city

- providing a **modern, safe, efficient and high quality** public transport service which promotes modal shift to public transport
The new Glider vehicles are the first of their type in the country

- Tram-like appearance & characteristics
- Diesel-electric hybrid engine technology
- Space for wheelchair users and people with prams/buggies
- Variety of seating
- Double-glazed with air-conditioning
- CCTV, audio-visual information, free wi-fi and USB charging facilities
Halts

- High quality ‘platform’ feel
- Larger enhanced shelters with real time passenger information
- Ticket machines, validators and CCTV
- Mixture of seating types
- 30% fewer stops, around 400m apart
Benefitting local communities

- Roads and footways resurfaced
- LED street lighting
- Improved pedestrian crossing facilities
- Improved streetscape
- Catalyst for local regeneration
- Improved connectivity & integration between East and West
Glider Services

• 7-8 minute intervals throughout the working day

• 20 minute intervals in early morning and late evening

• Can be tailored to meet peak demands e.g. major sporting or other entertainment events

• Fares comparable with Metro

• Concessionary fares apply
Has it worked?

• 33,000 additional passenger journeys per week (an increase of some 20% compared to 2017) - the level predicted after 10 years of operation
• 60% increase in patronage on the BRT corridors compared to 2013
• Increased patronage by older people and people with disabilities (some 25% compared to 2017)
• Improved journey time reliability – best performing public transport corridors in Belfast in terms of reliability and punctuality
• Early indications of some 20% bus journey time savings
• Increase in cross-city travel by public transport
• Up to 40% improvement in fuel efficiency compared to Metro buses and a 90% improvement in emission air quality
Thank You