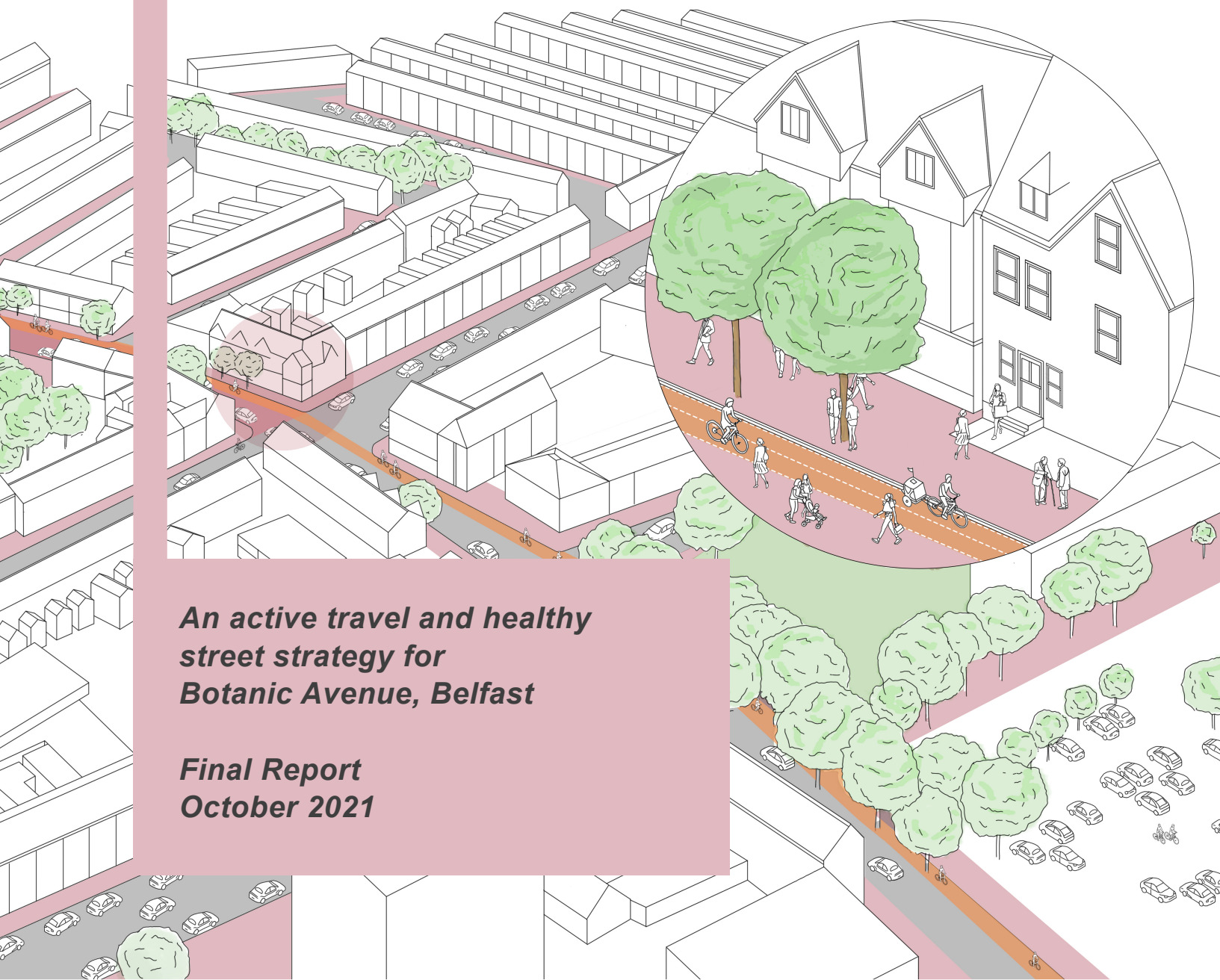


# Open Botanic



***An active travel and healthy  
street strategy for  
Botanic Avenue, Belfast***

***Final Report  
October 2021***



*‘Streets are more than public utilities, more than the equivalent of water lines and sewers and electrical cables; more than linear physical spaces that permit people and goods to get from here to there.’*

*Allan B Jacobs*

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

*A QUB Engaged Research Seed Funding Project  
for NI Department for Infrastructure*

# Executive Summary

Active travel infrastructure in Belfast lags behind most European cities. This problem has been highlighted by academics, administrators and politicians. Despite the recent change in discourse in politics and the media, due to the climate breakdown, pollution and road safety, there has been virtually no change in the infrastructure that supports car dependency in Belfast. Only 25% of people walk to work, while only 2% cycle; 19% of primary school kids walk to school, while only 1% cycle; 17% of kids walk to post primary schools while none of them cycle. These are not just numbers. They reflect a way of life that hinders the health and wellbeing of people across our city. While we believe that the Department for Infrastructure should be championing the transformation of modes of transport to favour active travel, we understand that this needs to be supported by research. We also believe that this needs to be done one road at a time, to build a network that will be effective and safe to foster the change in travel modes in Belfast.

Our team spent close to one year in a research and engagement exercise to measure travel modes in Botanic Avenue and to assess the difference between perceptions of cycling, walking and driving among local residents, visitors, businesses and organisations. Echoing similar research carried out around the world, we observed that while local businesses believe that about 70% of their visitors arrive by private car, only 20% actually do so, while all others arrive by foot, bike and public transport. We also found that there are on average approximately ten times more pedestrians passing through the Botanic Avenue area than cars parked on the street. Moreover, there is an overwhelming majority of respondents surveyed that want a transformation of Botanic Avenue in terms of walking, sitting and dining space.

This report presents the results of this research, and points to a recommended way ahead. Other research projects at Queen's are investigating the reasons behind car dependency in Belfast, while the Minister for Infrastructure announces 'car free' Sundays. The next natural step will be for the Department for Infrastructure to implement a trial cycle lane in Botanic Avenue. This will allow us to continue the a collaborative research project by engaging with stakeholders to assess their reactions to the changes in infrastructure. We believe that this joint approach would bring a better, healthier, more liveable, accessible and inclusive Botanic Avenue for the future.

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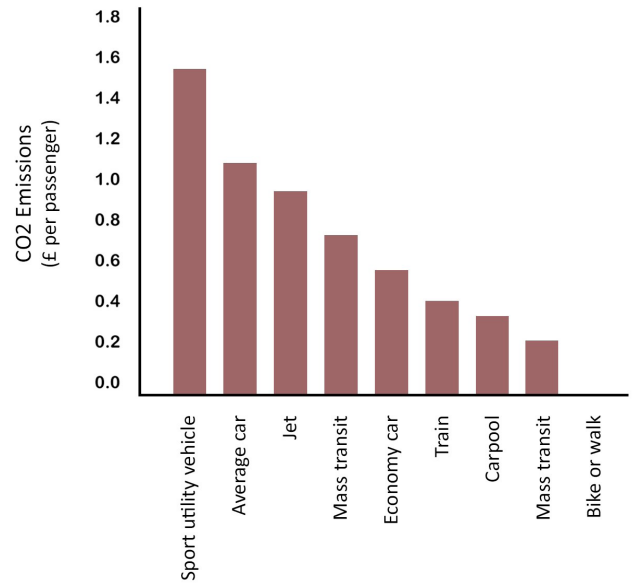


Cycling saves a third of road space compared to driving, reducing congestion



More cycling and sustainable transport could reduce road deaths by 30%

## The cost of CO2 Emissions

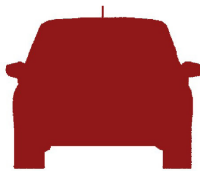


## For every £1 spent on ...

...walking and cycling infrastructure, the economy benefits by £13



...motorway upgrades and bypasses, the economy benefits by £3.10 - £3.70



## Business Booms

Those who cycle or walk make more trips to the high street, spending money in local businesses.



30%

increase in retail sales

If walking costs you £1

Society pays 1p



If biking costs you £1

Society pays 8p



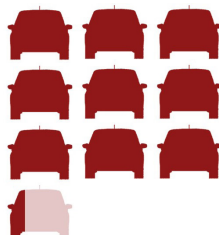
If bussing costs you £1

Society pays £1.50



If driving costs you £1

Society pays £9.20



5x

shop vacancy rates are 5 times higher on streets with high levels of traffic

Fig 1. Vehicular transport Statistics (Cycling UK)

# 1. Context

Botanic Avenue has long been a thriving hub of activity in the South Belfast area, with crucial bus and rail connections, coupled with sustained residential communities living between the fringes of the busy Queen's University campus and the City centre. The area is host to a range of facilities including independent eateries, bookshops and other convenience services, presenting a unique opportunity to implement vital 15-minute neighbourhood principles to the area, establishing a more people-centric and healthy urban village that makes Belfast a more sustainable city.

Despite its large residential and pedestrianised population, the Botanic area and Botanic Avenue in particular is also subject to high levels of car dependency, illegal parking, loading issues and general congestion. The primacy of the private car is having a significant impact upon the flourishing potential of the area as a liveable neighbourhood, with increased traffic safety, accessibility and air quality issues.

The many challenges of the past 18 months with the Covid-19 pandemic have been keenly felt by local businesses and it is important that in the reopening of the city, and indeed Botanic Avenue, that we consider a greener recovery to ensure the economic sustainability of our city and city villages.

The implementation of a temporary cycle lane along the nearby Dublin Road has shown the opportunity that exists to implement active travel solutions quickly and proactively. Going forward, it is important that local communities and stakeholders are recognised and are part of the conversations regarding infrastructural changes supporting active travel and healthier neighbourhoods.



## 2. International context

Cities across Europe and North America have often faced opposition when proposing new or expanded bicycle and pedestrian facilities. Local businesses owners are often vocal in their fear that the removal of or reductions in vehicular parking or travel lanes will reduce patronage from motorists and that any increased patronage from pedestrians or cyclists will not offset the lost revenues. Yet studies from multiple countries indicate that shop owners have an inaccurate view of the travel choices of their clientele. Studies in Europe and California find that shop owners tend to underestimate the percentage of their customers who arrive by active modes and overestimate the number of customers arriving by car (Bent et al 2002, Fleming et al 2013, McCormick 2012, Sustrans 2006, Volker et al 2019).

Conversely, it is generally well established in active travel literature that adding bicycle and pedestrian facilities to an area tends to increase cyclist and pedestrian use of that area. In a review of 23 studies, research indicated that creating or improving active travel facilities generally has positive or non-significant economic impacts on retail and food service businesses abutting or within a short distance of the facilities (Volker et al 2019).

## 3. Project Brief

Upon discussion with Department for Infrastructure's (DfI) Active Travel Unit and Cycling Champion and the QUB Engagement and Estates Teams, the proposal was made to begin an engagement process by which to consult with local stakeholders along Botanic Avenue regarding changes to the street which would improve conditions on a number of levels, including active travel.

Developing a sustainable approach to maximise the potential of Botanic Avenue as a street for people, while also developing and trialling active travel solutions was considered a viable approach to the project delivery.

Successful grant of research funding has allowed a research officer to assist in the stakeholder engagement and overall project delivery. Furthermore, the project has also engaged Planning and

Architecture students in the data collection, design and visualisation process at various stages in the project as an important learning opportunity.

This initiative will also work toward the goals of good placemaking and active travel solutions, fulfilling the aims of Sustainable Development Goals 9 (Industry, Innovation and Infrastructure), 11 (Sustainable Cities and Communities) and 17 (Partnerships for the Goals) both at a local government and QUB institutional level, as well as achieving RG2 and RG9 of the NI Regional Development Strategy, Our Shared Future.

## 4. Purpose of this Report

This report summarises the work completed to date in terms of quantitative traffic and parking analysis of Botanic Avenue, as well as survey responses of local visitors and local organisations of Botanic Avenue regarding their means of travel and views on making changes to the street. On all counts, the data demonstrates the prevalence of pedestrians over cars, and an overarching desire by visitors to remove cars to some degree from the street (see Appendices A and B).

The report proposes a number of phased interventions which could be carried out in the coming year in a trial capacity in order to respond to the views stated in the consultation (see Section 7).

## 5. Belfast's Policy

A number of key policy documents produced in recent years have drawn attention to how “cycleable” Belfast is. The most recent contribution was the publication of the Belfast Cycling Network: ‘Making Belfast Active’ which sets out 180 kilometres of cycle tracks to encourage people to walk and cycle in the city. The document supports an attractive, direct, coherent and comfortable network. But this ambitious document, which took over 4 years to be produced, does not lay out the practical ways in which its ambitions can be delivered.

Data is available that shows how little infrastructure for active travel there is, and the public will for this to change. Currently there are

only 2 miles of protected cycle lanes along roads in Belfast, however, there is a public will for this to change (Sustrans, Bikelife 2019, and Making Belfast Active). To summarise:

- 12% of Belfast residents cycle at least once a week;
- 14% occasionally cycle;
- 4% are starting to cycle;
- 31% don't cycle but would like to;
- only 44% have no intention of cycling.
- Safety concerns stop cycling being a genuine travel choice for many residents;
- 77% think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more;
- 60% agree that more cycling would make Belfast a better place to live and work.

Three instrumental policy documents: the 'Belfast Agenda', the 'Local Development Plan' and 'A Bolder Vision for Belfast' have identified active travel as important parts of the transformation of Belfast. The Belfast Agenda aims for a city that is 'vibrant, attractive, connected and environmentally sustainable, where everyone experiences good health and wellbeing'. The Belfast Agenda also states that it will aim to 'Develop an integrated and sustainable city transport plan' and 'support walking and cycling as sustainable modes of transport we will work to improve the city's pedestrian routes and cycling infrastructure and build on the Belfast Bike Scheme'.

The Local Development Plan on the other hand, aims to "Encourage expansion of green infrastructure networks for walking and cycling to encourage active travel and improve air quality" and "The plan should support walking and cycling as sustainable modes of transport by the provision of facilities and safeguarding existing and proposed cycle and walkway routes to encourage active travel. The plan will support design guidance that encourages pedestrian movement and establishment of safe and attractive pedestrian routes."

A Bolder Vision for Belfast considers that 'the public realm is vastly dominated by road traffic negatively impacting on wellbeing in a multitude of ways and generating an unfriendly walking environment and congestion, which undermines public transport reliability'. The document then aims to 'Fundamentally changing the centre of Belfast to prioritise integrated walking, cycling and public transport and end the dominance of the car'.

## 6. Previous Research on the Area

Previous studies carried out on the street (Martire, 2017) have identified issues of street clutter from local businesses, excessive street furniture and cheap and free parking and illegally parked cars, which are impeding the use of the space for those with disabilities and accessibility needs.



*Fig. 2 Image from Martire et al, Making Belfast, StreetSpace Project 2017 - QUB Architecture*

# 7. Data Collection

## 7.1 Street Surveys

A Parking Survey which assessed parking at four times in the day, on three days, over the course of two weeks in June was carried out along the entirety of Botanic Avenue (Appendix A).

Immediately after these periods of assessment, pedestrian and cycle counts at four main crossing points along Botanic Avenue were conducted for a period of 30 minutes at a time (Appendix B).

**On average, approximately ten times the amount of pedestrians are passing through the area as cars parked.**

The results demonstrate:

- Average cars parked less than 1 hour – 99
- Average pedestrians per hour - 940
- Average cyclists per hour - 50
- Average empty car park spaces - 43

The data, summarised in Fig. 3 below, also evidences:

- prolonged parking stays over the regulated timeframes which are not being penalised;
- illegal parking that is not being enforced; and
- single stays in (paid and free) parking bays for the entire day, which is not serving local business as is often perceived.

General observations (Fig. 4) also demonstrated:

- a proliferation of illegal informal parking on pedestrian walkways, impacting on accessibility;
- the use of parking bays as loading bays for extended periods;
- increased use of bicycles for deliveries, particularly fast food;
- an absence of secure bicycle storage.

**Week 1 - Monday**



TOTAL CARS PARKED	
Empty	47
3 Hours +	3
1 - 3 Hours	9
Under 1 Hour	107



TOTAL PEDESTRIANS	
Cameron Street	1052
Ireton Street	962
University Street / Botanic	1669
College Park / University Sq.	972



TOTAL CYCLISTS	
Cameron Street	-
Ireton Street	-
University Street / Botanic	68
College Park / University Sq.	60

**Week 2 - Monday**

TOTAL CARS PARKED	
Empty	43
3 Hours +	4
1 - 3 Hours	9
Under 1 Hour	97

TOTAL PEDESTRIANS	
Cameron Street	680
Ireton Street	693
University Street / Botanic	1176
College Park / University Sq.	779

TOTAL CYCLISTS	
Cameron Street	36
Ireton Street	46
University Street / Botanic	50
College Park / University Sq.	62

**Week 1 - Wednesday**



TOTAL CARS PARKED	
Empty	31
3 Hours +	7
1 - 3 Hours	8
Under 1 Hour	98



TOTAL PEDESTRIANS	
Cameron Street	764
Ireton Street	610
University Street / Botanic	1454
College Park / University Sq.	947



TOTAL CYCLISTS	
Cameron Street	29
Ireton Street	27
University Street / Botanic	46
College Park / University Sq.	64

**Week 2 - Wednesday**

TOTAL CARS PARKED	
Empty	34
3 Hours +	4
1 - 3 Hours	16
Under 1 Hour	99

TOTAL PEDESTRIANS	
Cameron Street	693
Ireton Street	557
University Street / Botanic	1271
College Park / University Sq.	759

TOTAL CYCLISTS	
Cameron Street	35
Ireton Street	37
University Street / Botanic	46
College Park / University Sq.	54

**Week 1 - Saturday**



TOTAL CARS PARKED	
Empty	43
3 Hours +	1
1 - 3 Hours	15
Under 1 Hour	99



TOTAL PEDESTRIANS	
Cameron Street	653
Ireton Street	575
University Street / Botanic	1509
College Park / University Sq.	1042



TOTAL CYCLISTS	
Cameron Street	34
Ireton Street	44
University Street / Botanic	68
College Park / University Sq.	38

**Week 2 - Saturday**

TOTAL CARS PARKED	
Empty	64
3 Hours +	2
1 - 3 Hours	17
Under 1 Hour	92

TOTAL PEDESTRIANS	
Cameron Street	748
Ireton Street	593
University Street / Botanic	1456
College Park / University Sq.	956

TOTAL CYCLISTS	
Cameron Street	44
Ireton Street	37
University Street / Botanic	83
College Park / University Sq.	78

Fig. 3 Daily total pedestrian counts and approximate duration of total parking stays



Fig. 4 General observations of Botanic Avenue parking, mobility, safety and accessibility issues

## 7.2 Visitors Survey

An online survey was shared via social media in June and has to date received 439 responses of visitors to Botanic Avenue.

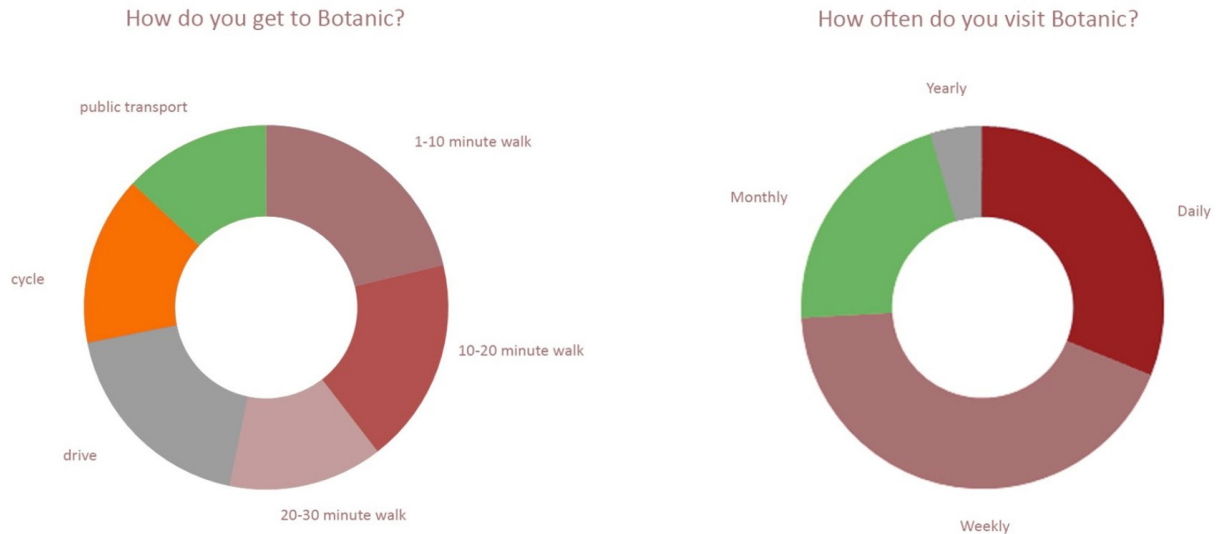


Fig. 5 Nature of travel and regularity of visits to Botanic Avenue

### **Pedestrians travelling to Botanic Avenue outweigh drivers dramatically.**

Of those who responded to the survey, 54% travel to Botanic on foot, while only 19% only travel to the street by car. This is corroborated by our pedestrian counts at four crossing points on Botanic. 14% cycled and 13% travelled by public transport to Botanic Avenue respectively (Fig. 5).

### **There is an overwhelming majority of favour for making changes to the street in terms of space reallocation.**

Street visitors expressed an overarching consensus in the preference for increased spaces for walking, dining, sitting and cycling (see Fig. 6).

Of those who added additional comments to the survey, 81% of these indicated a preference to make some form of change to the street. 39% mentioned the removal of cars, and 18% the removal of cars completely. Only 4.6% of the respondents wanted no change



to the street at all, and only 2% of those who made comments expressed the need to keep it as a mainly traffic based thoroughfare. Others highlighted the need to consider particular issues such as anti-social behaviour, street clutter, planting trees and greenery, the needs of people with disabilities (see selection of comments in Fig 7, and full list of responses in Appendix C).

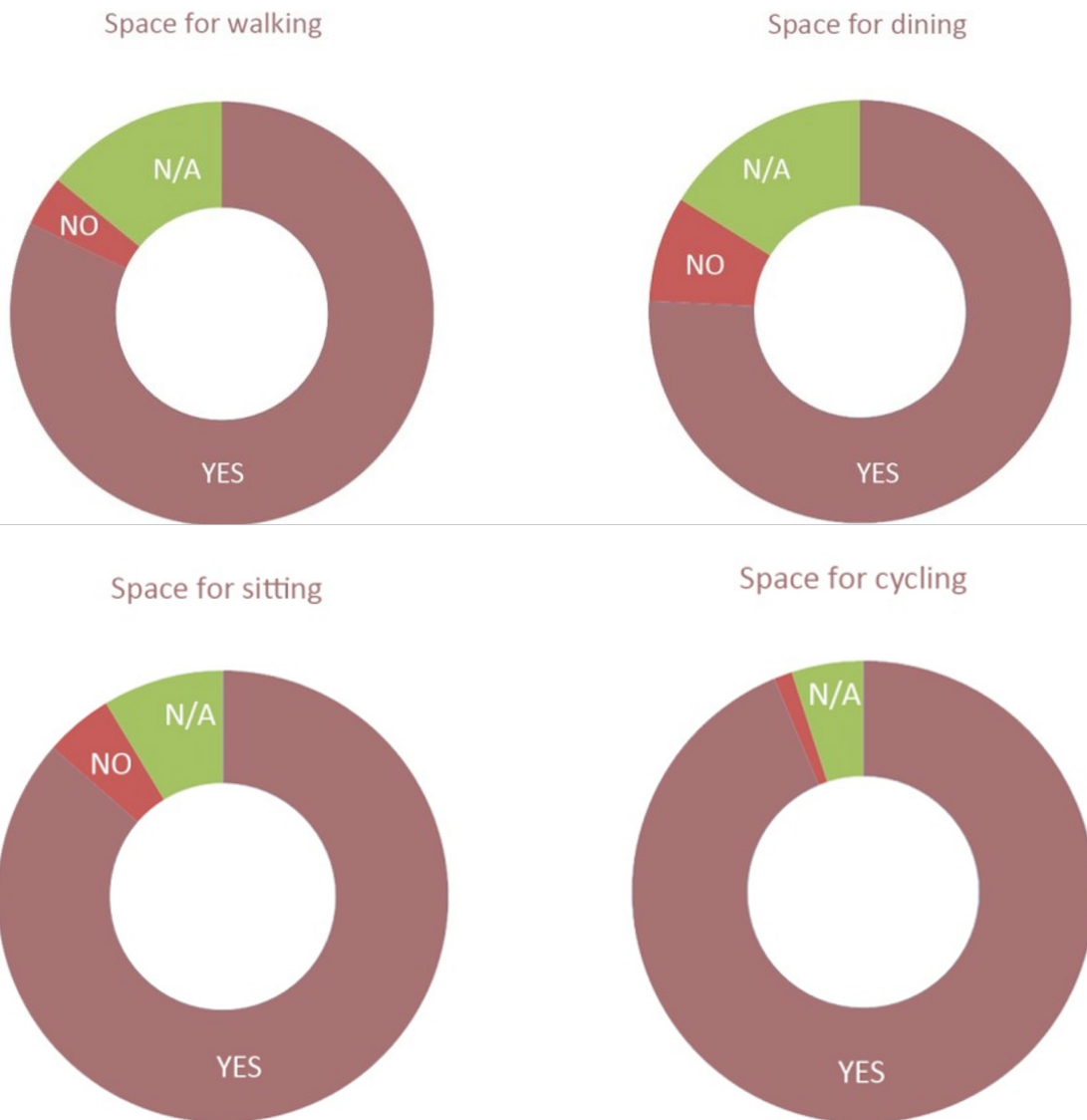


Fig 6 Preference of visitors for space uses in Botanic Avenue

**‘It would be a great area to be totally pedestrianised!’**

*‘I used to frequent Botanic Avenue, but now that I’m disabled, visit as little as is humanly possible. It’s a nightmarish place for people like me. So I’d like to see a better environment for wheelchair users, involving equal space for handbikes on any proposed cycle lanes, good paving and surfaces in general, safe crossing places and safe dropped kerbs. Being able to enter the many shops and cafes would be nice as well, as I find having to be served in the street humiliating rather than accommodating :-)’*

**‘Less street clutter e.g. signage in the way of pedestrians. Safer crossing points e.g. zebra crossings. There is no crossing between Donegall Pass and University Street’.**

**‘We really need a cycle lane from Dublin Road to Botanic Gardens. There are far too many on street car parking spaces in Botanic Avenue. This space could be so much better used to make the area more appealing’.**

‘If there were no cars I would make an effort to walk and cycle to Botanic Avenue to enjoy outdoor seating and dining. At the moment life and limb is at risk trying to cycle along it or cross over as a pedestrian because the on street parking makes it difficult to clearly see the moving traffic. I do drive to Botanic Avenue to use specific shops or restaurants but never use the on street pay and display parking, choosing to park further away and walk to my destination’.

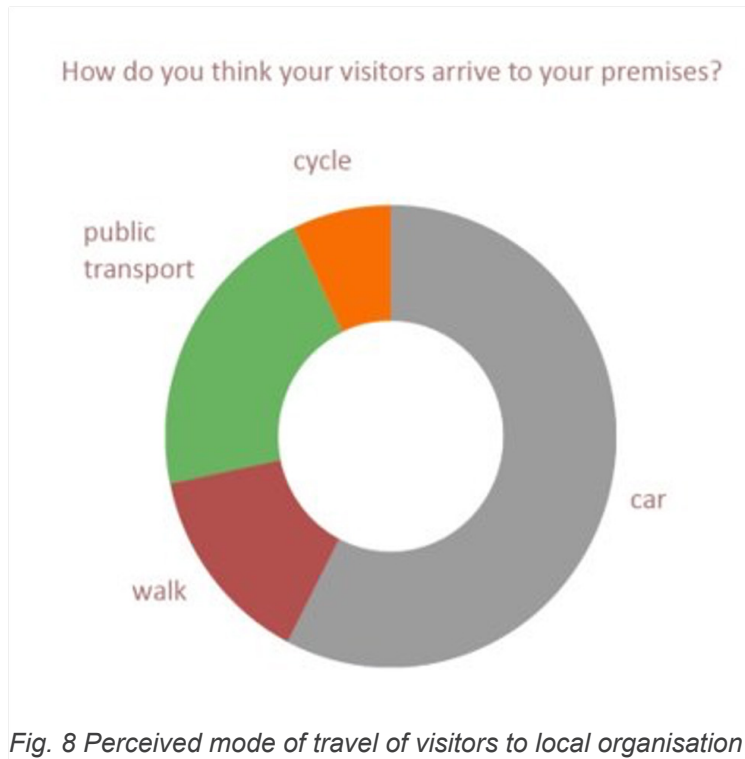
**‘Space given to cycling or leisure instead of cars would really improve Botanic Avenue’**

**‘Outside of lockdown I would take the number 7 busses through Botanic Avenue as part of my commute. Car parking during the morning and evening sometimes makes it very difficult for the busses to proceed down the street’.**

Fig. 7 Selection of comments from street visitors survey (full list of comments in Appendix C)

## 7.3 Local Organisations Survey

To date, 16 local organisations have participated in the online survey. Interestingly, there is a strong perception that visitors to their premises travel primarily by car, then on foot (Fig 8).



Local Organisations have also mentioned issues of accessibility, anti-social behaviour and crime as wider issues that need to be addressed in the area, but show no preference against encouraging more space for walking, cycling, sitting and dining. They do however demonstrate a lower level of favour of making changes to the street than visitors, with an average of 70% as opposed to 81% of visitors wanting extra space for active travel and other street uses (see Appendix D for a full list of additional responses).

More in-depth consultation with local organisations is currently being facilitated by our Research Officer who is seeking to identify the key concerns and challenges associated with making changes to the street.

## 7.4 Local Businesses Engagement

Historically, local businesses have perceived the removal of parking spaces as detrimental to their businesses, however, with the increased need for outside seating during 2020-21 business owners have shown an interest in utilising street space for dining. While this poses its own challenges, this may also advocate for the removal of cars to enhance the outdoor experience.

This project sought to connect with a range of businesses in the Botanic Avenue area to gauge opinions on a variety of proposed improvements to the street. The project officer made contact with every business on the street to introduce the project and then followed up with an online survey. 10 businesses responded to the survey.

When asked how business owners think customers arrive to their premises, 60% think most customers arrive by car, 30% walk and the remaining 10% arrive by public transport.

How do you think your visitors arrive to your premises?

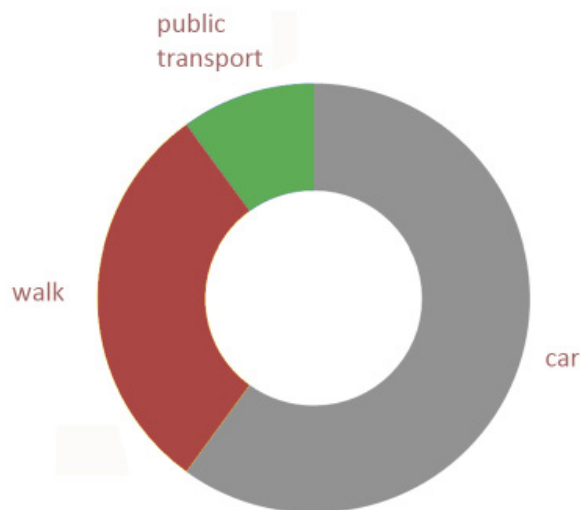
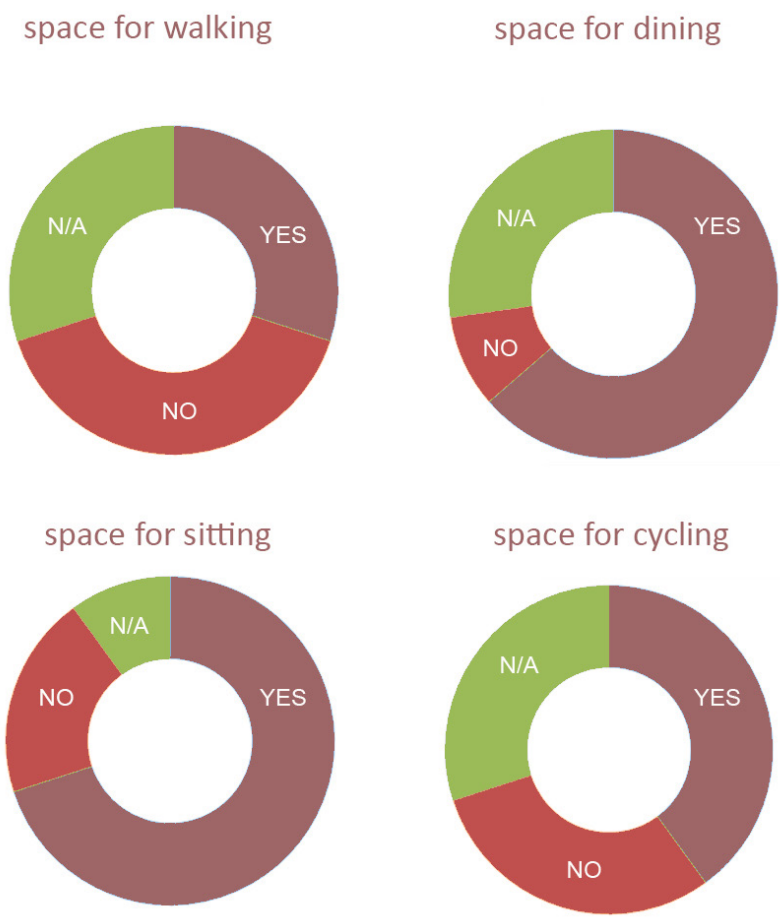


Fig. 9 Perceived mode of travel of visitors to local organisation premises

We asked businesses about a variety of potential improvements to Botanic Avenue. In regards to more space for walking, 30% wanted more and 40% wanted less and 30% didn't mind. There was more positive sentiment towards allocating more space for dining with 70% wanting more, 20% wanting less and 10% having no opinion. For sitting, 70% want more, 10% want less and 20% don't mind. Finally, for cycling, 40% of businesses want to see more space allocated to it, 30% want less and 30% don't mind.



*Fig. 10 Preference of businesses for space uses in Botanic Avenue*

The final question of the survey was open-ended seeking any other comments about changes they'd like to see on Botanic Avenue. Responses were varied showing a range of opinions on what is needed for improving the street. The following themes were mentioned at least once:

- More places for parking
- A greater variety of shops
- More green space
- Less traffic
- Pedestrianise the street
- Too much anti-social behaviour
- Littering is a problem
- Too many older buildings being torn down

## 7.5 Reflections

Despite a relatively small proportion of business owners engaging in the research project, the results from our short survey align with research, some of which is discussed above. First, a majority of businesses assuming most of their customers arrive by car. This is further emphasised in a few comments seeking more car parking and/or a liberalising of car parking on Botanic Avenue. If further resource was committed to researching travel habits of customers/ consumers on Botanic Avenue, it would be unsurprising to see a continuation of the trend of under-estimating how many people arrive by active travel.

Secondly, the apparent lack of unanimous consensus for initiatives such as more space for sitting, dining, walking and cycling is also unsurprising. The first reaction to car lanes – either traffic or parking – being removed is one of fear or uncertainty in the notion that active travel can't replace the volume of customers arriving by car. Further qualitative work conducted with business owners to allow for effective dialogue; business owners to share worries and ideas, researchers to disseminate relevant research and enable and empower local businesses.

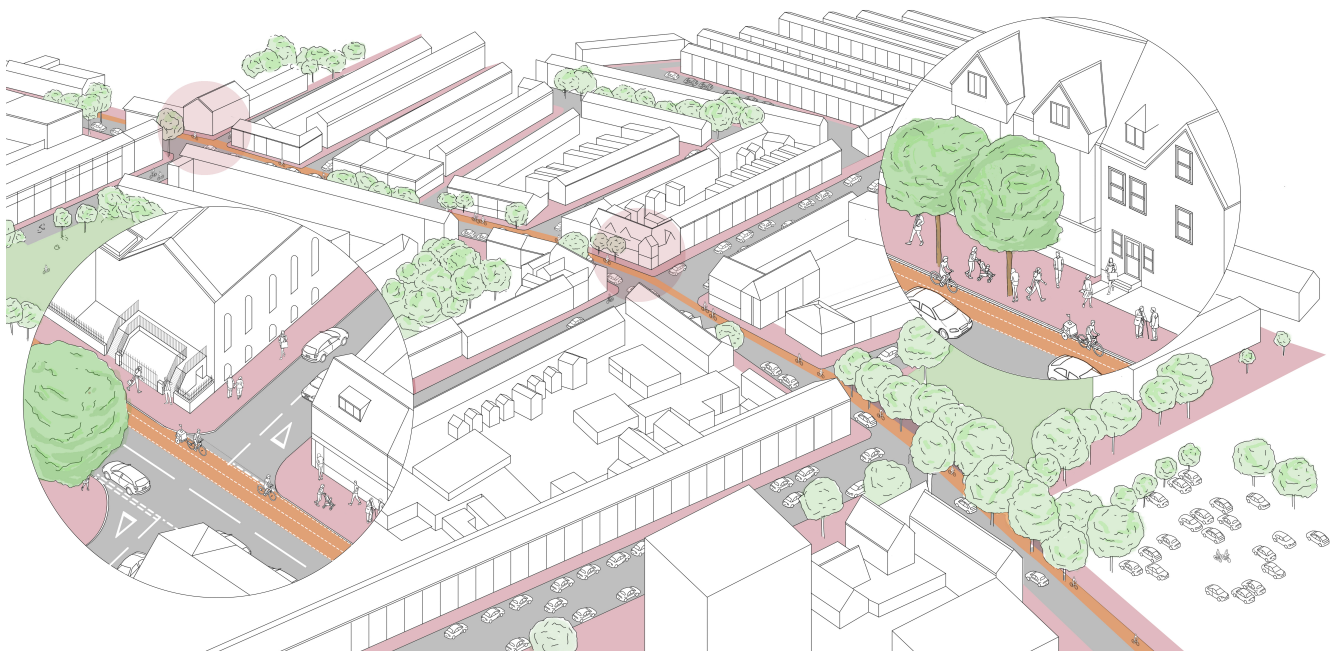
## 8. Moving Forward: Future Engagement, Phased Approach and Research

Initial surveys, observations and engagement has identified a good reception from stakeholders for more consultation on the consideration of a trial cycle land and the reallocation of space on Botanic Avenue. There is, therefore, clear scope for the research to continue into the next 12 months to see more thorough trialling and analysis, as well as ongoing engagement with stakeholders.

A number of phased options have been designed as potential proposals and discussion images to be used in further consultation. A suggested timeline of activity is described below.

### Phase 1

July-September 2021 – ongoing consultation with local stakeholders, and business owners. Conclusion of the initial Open Botanic Engaged Research project. Additional funding required to extend the project.



*Fig. 11 Illustration of proposed temporary pop-up cycle lane location*

## Phase 2

October-December 2021 - recommended implementation of temporary cycle lane on LHS of Botanic Avenue (QUB bound) (6 months minimum trial period)



*Fig. 12 Illustration of proposed temporary pop-up cycle lane location*

## Phase 3

September – June: ongoing stakeholder engagement, further quantitative data analysis, traffic surveys, analysis of cycle lane use.



*Fig. 13 Illustration of proposed temporary parklets in selected parking bays*



## Phase 4

March – June 2022: recommended implementation of temporary parklets in selected parking bays on RHS of Botanic Avenue (QUB bound)



*Fig. 14 Illustration of proposed temporary pedestrianised area of Botanic Avenue*

## Phase 5

July-August 2022 – recommended implementation of temporary pedestrian area of Botanic Avenue (extent to be determined)

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# Appendix A Parking Survey Data

Parking Survey

Space	Regulation	10-10:30	11-11:30	1-1:30	2-2:30	Notes
<b>Mon 7th</b>						
<b>Alyssa</b>						
1	1 hour	Empty	Yes bk 09	~~>	~~>	
2		Empty	Yes re17	Yes xez	~~>	
3		YES YIL	Yes DG54	Yes w88	Yes igz	
4		YES EFZ	Empty	Yes vig	Yes oez	Car in taxi & loading
5		Yes IRZ	Yes kfz	Empty	Yes orz	Car in taxi & loading
6		Empty	Yes ow14	Yes 132-D	Yes bsz	Cars in double yellows
7		Empty	Yes jgz	Yes krz	Yes pgz	
8		Empty	Yes jgZ	Yes jgz	Yes JW53	across space and double yellows
9		Yes UFZ	Yea sfz	Yes jxz	Yes kt66	
10		Yes lorry unkl	Yes wf10	Yes r967	Yes 161	
11		Yes lorry unkl	Yes NH68	Yes lgz	Yes oy67	

Cars in doub  
Cars in double yellows

**Niamh**

1	1 hour	SGZ blue	~~>	EJ15	VIG
2		SF14 van	X	VFZ	NH06
3		IFZ Vauxhall	VFZ	LT10	SGII
4		X	RJZ WHITE \	JXZ WHITE \	CNZ
5		SGZ black bi	JXZ WHITE	OJZ RED MII	JXZ WHITE VAN
6		X	X	IGZ	X
7		X	BRZ	UNZ	RRZ
8		X	X	N21	LA65
9		X	X	KN59	NEZ
10		X	SOUTHERN	TGZ	OJZ RED MINI
11		XHZ grey va	X	HGZ	X
12		X	X	X	JGZ
13		Yes – southe	~~>	DX57	X
14		FL07	L SFZ	GFZ	GFZ
15		NGZ	~~>	CXZ	EGZ
16		X	SGZ		EJ12
17		SL05	WRII	FD66	PFZ

18	X	S009	X	X
19	Southern car	~~>	OXZ	RX17
20	white van	LUI	ND66	ND66
21	ND66	~~>	IIG	MV58
22	ORZ	X	KJZ	YS09
23	southern car	ORZ	SV10	WR11
24	X	Southern car	FNZ	SV10

**Beth**

1	Free	BFZ				All spaces occupied by roadworks – the one car is presumably in a residential space.
2	Free	X	X	X	X	Roadworks
3	Free	X	X	X	X	Roadworks
4	Free	X	X	X	X	Roadworks
5	Free	X	X	X	X	Roadworks
6	Paid (1 hour)	I62	KV6	HV69	BJ66	
7	Paid (1 hour)	FRZ	MB10	EFZ	VHZ	
8	Paid (1 hour)	X	FN67	X	GJZ	
9	Paid (1 hour)	IGZ	X	FFZ	~~>	Illegal parking (1hr+) – no ticket.
10	Paid (1 hour)	FFZ	AJ14	JGZ	VN07	
11	Paid (1 hour)	RGZ	JHZ	SGZ	EXZ	Also saw Royal Mail van and separate vehicle parked illegally above this space (they left after 11.00)
12	Paid (1 hour)	JGZ	X	MX63	RJZ	
13	Paid (1 hour)	KXZ	11-D	RJZ	VLZ	

**Philip**

1	Free	KNZ				Notes: Photos attached for each, parking on my side limited to just two parking bays near un
2	Free	UNZ				G4S parked illegally facing mount Charles street (cancer research shop) at 10.03 Van and car parked illegally outside Molloy yard at 11.04 One big lorry unloading outside Starbucks on single yellow line at 11.07 One car parked illegally outside Molloy yard at 2.07

Wed 9th

Space	Regulation	10-10:30	11-11:30	1-1:30	2-2:30	Notes
<b>Alyssa</b>						
1	1 hour	X	Yes IHZ	Yes DSZ	Yes YB66	
2		Yes P9P	X	YES CGZ	Yes PFZ	
3		Yes GXZ	~~>	YES SFZ	X	

4	X	Yes RJZ	YES OJZ	Yes NGZ	
5	X	X	Yes YB66	Yes SB11	Cars in taxi rank @10am 11am and 2pm
6	Yes JXZ (tax	YES PNZ	Yes OXZ	X	
7	X	YES MB61	YES SJZ	Yes DFZ	
8	Yes RGZ (mc	Yes TFZ	Yes EEZ	Yes LGZ	Cars in double yellows 2pm
9	Yes CGZ	Yes WFZ	Yes SJZ	x	Taxis on double yellows @ 10am
10	X	YES WF10	Yes CXZ	Yes JLZ	
11	Yes IRZ	YES ORZ	PF09	GFO9	

Niamh

1	1 hour	SF14 white v	~~>	~~>	~~>	Car parked in bus lane before space 1
2		EGZ	~~>	~~>	~~>	
3		LS15	DSZ	~~>	~~>	
4		LIL	UFZ WHITE	YJ18	~~>	
5		X	X	JXZ	VFZ	
6		HGZ	X	XEZ	~~>	
7		SJZ	DC07	OUI	HGZ	
8		X	KU08	X	UGZ	
9		KU08	3 motorcycle	DS61	XEZ	
10		X	SGZ	KM68	SC14	Vans in and out of loading bay between spaces 10 and 11
11		SGZ	NI UCS	X	06-D	
12		X	LC65	IHZ	X	
13		X	OGZ	AHZ	~~>	
14		GD64	~~>	~~>	~~>	
15		X	PET4L	C12	X	
16		EA67	KSII	K30	X	
17		PIL	LGZ	VFZ	~~>	
18		GY07	~~>	SN14	~~>	Loading bay between spaces 18 and 19 used consistently when people pull in to collect foo
19		X	KXZ	FXZ	X	
20		KXZ	ND56	LS05	LFZ	
21		EGZ	LS05	KS13	~~>	
22		YK17	FN62	X	YLZ	
23		VEZ white va	X	SV10	X	
24		KX21	X	AYZ	RV64	

Beth

1	Free	X	X	X	X	All spaces occupied by roadworks.
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2	Free	X	X	X	X	Roadworks
3	Free	X	X	X	X	Roadworks
4	Free	X	X	X	X	Roadworks
5	Free	X	X	X	X	Roadworks
6	Paid (1 hour	HN65	OE04	X	GEZ	
7	Paid (1 hour	SM60	→	ST70	PGZ	
8	Paid (1 hour	X	HV69	YE63	X	
9	Paid (1 hour	RGZ	RRZ	FFZ	FJW	
10	Paid (1 hour	X	HJZ	RGZ	YB69	Car parked on double yellow lines adjacent to this space, registration FN62
11	Paid (1 hour	GRZ	HFZ	FFZ	XY15	
12	Paid (1 hour	DE17	→			Stationary all day. No ticket seen.
13	Paid (1 hour	CGZ	→			Stationary all day. No ticket seen.

Philip

1	Free	KGZ	▶	▶	▶	
2	Free	KNZ	▶	▶	▶	Same car as Monday

Sat 12th

Space	Regulation	10-10:30	11-11:30	1-1:30	2-2:30	Notes
<b>Alyssa</b>						
1	1 hr	X	Yes LRZ	Yes VFZ	YES HGZ	
2		X	X	YES YD61	Yes RNZ	
3		Yes KLZ	~~~>	Yes HEZ	YES NGZ	
4		KX13	X	YES PGZ	~~~>	
5		Yes KFZ	Yes ONZ	Yes SEZ	Yes THz	
6		V23 motorbil	YES ONZ pa	Yes KIG	Lxz	
7		Yes YCZ	X	YES DFZ	Yea DFZ	
8		X	Yes 191	YES SFZ	YES SHZ	
9		Yes AK58	ROI	Ao15	YES MGZ	
10		Yes TGZ	LEZ	AFZ	YES LFZ	
11		YES OL13	X	X	Yes YB69	

**Niamh**

Space	Regulation	10-10:30	11-11:30	1-1:30	2-2:30	Notes
1	1 hour with n	X	DGZ	X	ODZ	Before space 1, two cars parked on footpath (Photo 2)

2	DSZ	X	KFZ	~~>
3	LGZ motorbil	OIG 71	DSZ 1812	NXZ
4	CN19	SEZ	P6Y	X
5	LY04	OIG 14	NXZ	JBZ
6	GEZ	OJZ	XEZ	P6Y
7	LKZ	KJZ	OUII	XEZ
8	KU08	MIG	JBZ	MIG
9	WUI	X	YLZ	~~>
10	LXZ	KU08	MIG	X
11	X	X	X	TFZ
12	X	X	NX14	X
13	X	X	X	SJZ
14	LEZ	X	DNZ	~~>
15	X	X	WM12	X
16	JEZ	X	MGZ	KY15
17	MIG	HEZ	~~>	~~>
18	BK15	~~>	NH07	~~>
19	HJZ	NHZ	~~>	JEZ
20	LUI	~~>	X	X
21	LXZ	XJZ	~~>	X
22	JKZ	UGZ	~~>	JKZ
23	X	X	M21	~~>
24	REZ	JFZ	JEZ	X

**Beth**

1	Free	X	X	X	X	All spaces occupied by roadworks.
2	Free	X	X	X	X	Roadworks
3	Free	X	X	X	X	Roadworks
4	Free	X	X	X	X	Roadworks
5	Free	X	X	X	X	Roadworks
CGZ						
6	Paid (1 hour	SDZ	MRZ	(motorbike)	SGZ	
7	Paid (1 hour	X	BRZ	NJ15	PJZ	
8	Paid (1 hour	X	GGZ	LEZ	X	
9	Paid (1 hour	X	SRZ	MJI	ET12	
10	Paid (1 hour	X	162	TLZ	→	
11	Paid (1 hour	CGZ	WR10	SH09	IXZ	DPD van on yellow lines at corner



12	Paid (1 hour)	X	X	IXZ	VUI
13	Paid (1 hour)	X	DV18	X	XKX

**Philip**

1	Free	X	X	Agz	
2	Free	X	X	SHI	

Mon 14th

<b>Space</b>	<b>Regulation</b>	<b>10-10:30</b>	<b>11-11:30</b>	<b>1-1:30</b>	<b>2-2:30</b>
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**Alyssa**

1	1 hr	Yes C9D	Yes LFZ	Yes yc59	
2		X	YES KLZ	X	
3		X	YES HA10	Yes TJZ	
4		RO61	X	YES M26	
5		X	Yes KU12	X	
6		Yes TIL	Yes BFZ	X	
7		X	Yes BFZ	LC62	
8		PGZ	YES TGZ	Yes ESZ	
9		X	Yes S300	YES	
10		Yes ORZ	~~>	NJZ	
11		YES PNZ	Yes Ro16	YES SV64	
12		X	X	X	

**Niamh**

1	1 hour with n	X	DRZ	X	UHZ
2		FGZ	~~>	~~>	~~>
3		EGZ	~~>	~~>	~~>
4		VFZ	OJZ	TGZ	X
5		X	DSZ	DS09	UUI
6		X	RRZ	NKZ	KGZ
7		X	UIG	XEZ	XEZ
8		KU08	~~>	VEZ	OJZ
9		X	JJZ	UNZ	KXZ
10		X	X	X	JGZ
11		HJZ	RKZ	X	TFZ

Cars parked before space 1 in bus lane being served tickets (see photographs 1 and 2 below)

12	X	X	SFZ	X	
13	X	ND60	X	SJZ	
14	XLZ	~~>	ERZ	~~>	
15	X	X	WM12	X	
16	LB64	SM12	MGZ	KY15	Royal mail van parked to deliver post – photograph 5
17	DXZ	YL14	HEZ	KV20	
18	BK09	FG13	NH07	~~>	
19	BGZ	YNZ	NHZ	LIG	Cars in and out of loading bay between spaces 19 and 20 (see photograph 3 below)
20	WO14	LUI	X	X	
21	X	XJZ	UGZ	X	
22	DA10	UGZ	WHZ	AY58	
23	X	X	YD17	VFZ	
24	CR12	JFZ	M21	X	

Beth

1	Free	X	X	X	X	All spaces occupied by roadworks.
2	Free	X	X	X	X	Roadworks
3	Free	X	X	X	X	Roadworks
4	Free	X	X	X	X	Roadworks
5	Free	X	X	X	X	Roadworks
6	Paid (1 hour)	LGZ	→	131	VN13	
7	Paid (1 hour)	X	X	JD13	YEZ	
				LGZ		
8	Paid (1 hour)	X	PRZ	(motorbike)	LRZ	
			→	EGZ		
9	Paid (1 hour)	IXZ	→	(motorbike)	X	
10	Paid (1 hour)	DXZ	NEZ	KV14	SFZ	RGZ parked on adjacent yellow lines (no ticket)
11	Paid (1 hour)	DE17	AJ14	→	NGZ	Royal Mail van on corner
12	Paid (1 hour)	NGZ	→	TGZ	ST09	
13	Paid (1 hour)	X	KN18	SW07	XJZ	

Philip

1	Free	LFZ	▶	▶	▶
2	Free	UNZ	▶	▶	▶

Wed 16th

Space	Regulation	10-10:30	11-11:30	1-1:30	2-2:30
Alyssa					
1	Yes GH19	Yes DL04	Yes LEZ	Yes SF64	
2	Yes TJZ	~~~>	Yes NGZ	Yes IRZ	
3	YES SGZ	Yes PGZ	YES FRZ	~~~> (got a ticket)	
4	X	YES SL10	YES WCZ	YES YLZ	
5	Yes Dn69	Yes MFZ	Yes 151	Yes OHZ	
6	Yes yp64	X	X	YES WK02	
7	Yes ASZ	~~~>	Yes jxz	Yes wfz	
8	Yes GGZ	Yes KS70	Yes GGZ	Yes JFZ	
9	YSS LD60	X	Yes CRZ	x	
10	Yes VFZ	Yes KP20	Yes SV10	~~~>	
11	Yes IGZ	Yes FIG	Yes GL67	Yes LF17	
12					

Niamh					
1	Park for 1 hc KUI		WUI	~~~>	THZ
2		JXZ	BX66	SGZ	~~~>
3		BGZ	DSZ	ARII	~~~>
4		KEZ	X	XEZ	~~~>
5		DGII	SF14	DY15	NJZ
6		VA51	YKZ	UHZ	MC17
7		MEZ	X	KT16	RJZ
8		KU08	YEZ	X	VA51
9		X	YFZ	KR14	AGZ
10		X	KU08	BP67	~~~>
11		X	TUI	HA09	~~~>
12		X	X	RY05	VFZ
13		X	X	DSZ	X
14		X	X	WT18	~~~>
15		XLZ	~~~>	DSZ	~~~>
16		PRZ	~~~>	GRZ	X
17		X	BF62	BF62	X
18		X	XUI	YFZ	X
19		TGZ	NI00	TI BOF	YFZ
20		OFZ	X	IGZ	MXZ
21		X	OFZ	X	JV12

Lorry parked in spaces 11,12 and 13 between 10 and 10.30 for delivery (photograph 1)

22	X	T10	X	X
23	NGZ	VEZ	X	X
24	WKZ	~~>	KU14	GC18

Beth

1	Free	X	X	X	X	All spaces occupied by roadworks.
2	Free	X	X	X	X	Roadworks
3	Free	X	X	X	X	Roadworks
4	Free	X	X	X	X	Roadworks
5	Free	X	X	X	X	Roadworks
6	Paid (1 hour)	CSZ			X	No ticket
7	Paid (1 hour)	X	ASZ	TFZ	GD17	
8	Paid (1 hour)	SM60				No ticket
9	Paid (1 hour)	UHZ	PGZ	WP69	X	
10	Paid (1 hour)	YFZ	CFZ	ML54	BFZ	Van & lorry seen on corner yellow lines for roadworks on Mt Charles
11	Paid (1 hour)	RNZ	KY13	SDII	YFZ	
12	Paid (1 hour)	MM66	NGZ	EGZ		
13	Paid (1 hour)	YR66	HRZ	DFZ	YEZ	

Philip

1	Free	Rjz	▶	▶	▶
2	Free	Knz	▶	▶	▶

Sat 19th

Space	Regulation	10-10:30	11-11:30	1-1:30	2-2:30
Alyssa					
1	Yes	GL12	Yes XFZ	~~>	~~~>
2	Yes	GGZ	Yes VKZ	Yes NXZ	YES DGZ
3	Yes	REZ	YES LFZ	Yes GFZ	YES ONZ
4	Yes	FV63	YES TGZ	~~>	x
5	Yes	GU13	Yes RHZ	Yes GGZ	~~>
6	Yes	G5 DBS	~~>	X	Yes OV15
7	X		Yes PEZ	Yes LGZ	YES YFZ
9	Yes	FGZ	YES KC59	YES IIG	YES UFZ
10	X		YES 142-DL	X	X

11 YES XJZ YES DE16 YES MGZ 141-D

Niamh

1	Park for 1 hc	EJZ	LB08	MII	~~>
2	X		TGZ	~~>	DSZ
3	X		DSZ	~~>	JNZ
4	X		JNZ	VIG	~~>
5	X		GLZ	SGZ	X
6	X		UGZ	~~>	X
7	X		RJ67	TGZ	~~>
8	X		HHZ	YLZ	KGZ
9	BRZ	X		HHZ3	~~>
10	X		KGZ	HHZ8	X
11	X		X	MGZ	X
12	X		RGZ	X	X
13	X		X	X	X
14	XEZ		UGZ	B TO4	~~>
15	BFZ	X		SGZ	X
16	X		UGZ	~~>	~~>
17	EXZ		YLZ	BT67	~~>
18	X		IIG	~~>	PFZ
19	CGZ		NUI4	PFZ	TNZ
20	RAZ		ORZ	AFZ	JEZ
21	X		BK63	HG67	X
22	RX21		UFZ	BK63	X
23	X		X	LS05	~~>
24	BP15	X		EEZ	X

Beth

1	Free	X	X	X	X
2	Free	X	PIZ	SKZ	SH60
3	Free	X	YLZ	VU16	X
4	Free	X	MGZ	X	X
5	Free	X	X	X	X
6	Paid (1 hour)	GU13	YM16	BP14	→
7	Paid (1 hour)	X	LGZ	SJZ	X
8	Paid (1 hour)	TGZ	J6	K8	RGZ

9	Paid (1 hour	KEZ	X	LGZ	BS7
10	Paid (1 hour	DI4	VJZ	MGZ	HGZ
11	Paid (1 hour	X	7	RJ67	LO10
12	Paid (1 hour	CGZ	X	RGZ	→
13	Paid (1 hour	X	FJZ	DSZ	MD18

Philip

1	Free	X	X	Wf17	X
2	Free	X	X	Sa15	▶

# Appendix B Pedestrian and Cycle Count Data

<b>Monday 7th</b>	Crossing Point:Cameron St	Crossing Point: Ireton St	Crossing Point: University Street	Crossing Point: College Park / University Square
10:30-11	197	180	243 (10 bikes)	35 (4 bikes)
11:30-12	334	285	376 (16 bikes)	140 (11 bikes)
1:30-2	295	287	534 (19 bikes)	390 (22 bikes)
2:30-3	226	210	516 (23 bikes)	407 (23 bikes)
<b>Wed 9th</b>	Crossing Point:Cameron St	Crossing Point: Ireton St	Crossing Point: University Street	Crossing Point: College Park / University Square
10:30-11	111 (3 bikes)	83 (4 bikes)	183 (5 bikes)	132 (6 bikes)
11:30-12	155 (3 bikes)	87 (3 bikes)	290 (10 bikes)	207 (15 bikes)
1:30-2	294 (15 bikes)	247 (13 bikes)	478 (19 bikes)	341 (18 bikes)
2:30-3	204 (8 bikes)	193 (7 bikes)	494 (12 bikes)	267 (25 bikes)
<b>Sat 12th</b>	Crossing Point:Cameron St	Crossing Point: Ireton St	Crossing Point: University Street	Crossing Point: College Park / University Square
10:30-11	101 (7 bikes)	77 (7 bikes)	187 (11 bikes)	110 (7 bikes)
11:30-12	113 (6 bikes)	63 (6 bikes)	331 (10 bikes)	206 (3 bikes)
1:30-2	217 (12 bikes)	264 (17 bikes)	501 (22 bikes)	363 (13 bikes)
2:30-3	222 (7 bikes)	171 (14 bikes)	490 (25 bikes)	363 (15 bikes)
<b>Mon 14th</b>	Crossing Point:Cameron St	Crossing Point: Ireton St	Crossing Point: University Street	Crossing Point: College Park / University Square
10:30-11	73 (3 bikes)	54 (4 bikes)	195 (5 bikes)	118 (9 bikes)
11:30-12	265 (16 bikes)	197 (16 bikes)	243 (17 bikes)	175 (17 bikes)
1:30-2	342 (7 bikes)	237 (15 bikes)	385 (14 bikes)	275 (20 bikes)
2:30-3		205 (11 bikes)	353 (14 bikes)	211 (16 bikes)
<b>Wed 16th</b>	Crossing Point:Cameron St	Crossing Point: Ireton St	Crossing Point: University Street	Crossing Point: College Park / University Square
10:30-11	117 (7 bikes)	75 (5 bikes)	181 (7 bikes)	102 (7 bikes)
11:30-12	147 (7 bikes)	123 (7 bikes)	246 (11 bikes)	129 (13 bikes)
1:30-2	207 (12 bikes)	184 (14 bikes)	431 (17 bikes)	274 (15 bikes)
2:30-3	222 (9 bikes)	175 (11 bikes)	413 (11 bikes)	254 (19 bikes)
<b>St 19th</b>	Crossing Point:Cameron St	Crossing Point: Ireton St	Crossing Point: University Street	Crossing Point: College Park / University Square
10:30-11	107 (4 bikes)	55 (3 bikes)	231 (13 bikes)	120 (13 bikes)
11:30-12	170 (10 bikes)	113 (9 bikes)	338 (28 cyclists)	187 (18 bikes)
1:30-2	264 (16 bikes)	189 (11 bikes)	475 (21 bikes)	273 (25 bikes)
2:30-3	207 (14 bikes)	236 (14 bikes)	412 (21 bikes)	376 (22 bikes)



# Appendix C Visitors Survey Data

**If you have any other comments about changes you'd like to see on Botanic Avenue please free to add them below.**

I would like to see Botanic Avenue fully pedestrianised.

Pedestrianise the entire road & block of entrance to residential streets from botanic avenue

"Less street clutter e.g. signage in the way of pedestrians.

Safer crossing points e.g. zebra crossings. There is no crossing between Donegall Pass and University Street."

Removal of all the cafe/restaurant/shop signs on the pavement.

It should have one single lane of traffic and be one way - some loading pats and a few parking spaces but mostly enhanced walking cycling, shopfronts.

I think it would be more pleasant and safer to redirect traffic so that Botanic Avenue is not so full of cars. I would like to see on-street parking removed in that area to allow for more dining etc. I imagine dining would also generate more money compared to on-street parking.

Id like to see it closed to vehicle traffic between Shaftsbury and University Avenue

The vast majority of the Botanic area can and should be pedestrianised - it'll make it so much safer and easier to travel round it.

Cycle lanes on the ormeau/Lisburn road would help ensure a safe trip to/from botanic as well.

"Separated cycle lane.

Safe place for storing bikes.

Pedestrianised in front of Town Square leading onto park.

"

Outside of lockdown I would take the number 7 busses through Botanic Avenue as part of my commute. Car parking during the morning and evening sometimes makes it very difficult for the busses to proceed down the street.

Botanic avenue should be closed to cars and buses

"Botanic needs to have the traffic that uses it reduced massively, the area is already so vibrant but it has so much potential.

Currently I only drive to Botanic because I live in East Belfast and the biking infrastructure is so bad I wouldn't feel confident cycling. Once the new bridge over the Lagan is built between Ormeau Embankment and Gasworks this will cut down my walking time so may do this a bit more often."

Cycle parking, cycle lane, better use of wide pavements (clearer split between walking and sitting areas. Fewer A boards etc which make walking difficult especially for those with disabilities)

I would love to see it pedestrianised from University Street to Cameron Street, possibly with space remaining for active transport such as cycling but no through road for motor vehicles. This would allow space for walking, dining and socialising which it is desperately trying to do while being choked with car/bus fumes.

"Please stop through traffic, and keep parking for deliveries only.

This could be a terrific street without the through traffic and parked cars."

Creation of a cycle lane which links to the existing pop-up lane on Dublin Road (even if though the existing junction at Shaftsbury Square is problematic) and wider cycle network in Botanic Gardens and Lagan River

"Remove the parking

Extend the pavements for sitting/eating.

1 way traffic system - prioritising public transport.

Cycle-way connected to Dublin Rd and Uni area.

A green corridor linking Botanic Gardens an S'bury square."

We really need a cycle lane from Dublin Road to Botanic Gardens. There are far too many on street car parking spaces in Botanic Avenue. This space could be so much better used to make the area more appealing.

Public spaces to sit

Space given to cycling or leisure instead of cars would really improve botanic avenue

Bike lane or more pedestrianisation. Close to traffic or make one way. Remove parking spaces and put in Parklets.

Proper parking spaces so that the streets aren't cramped.

"Possibility to remove as much car parking directly in front of shops/restaurants etc along main spine of Botanic to maximize space given over to people. Would a one-way road network to reduce car usage be possible?

I think a green/pedestrian link should be made to the Crescent Park off Botanic - utilize this green space and also reduce any anti social behavior in this location.

I currently use a mixture of train and cycling to get to work (Botanic). When I cycle from Lisburn to Botanic, I have a dedicated segregated cycling route (Blaris + Lagan Towpath etc) right from Lisburn up to Botanic and yet the last 500meters is generally a disaster to cycle along; between cars turning onto and off Botanic, parked cars opening doors onto the roadway and people crossing the road behind parked cars - any segregated cycling infrastructure would be very welcome and would encourage cycling for wider public use, families, children etc."

It would be a great area to be totally pedestrianised!

I would like to see a section of the road closed off and area created for outdoor seating / socialising. Maybe between lower crescent and university st. Along with some better landscaping. Also Greater use of crescent gardens and mount Charles which are under-utilised.

Restrict cars and deliveries. Create a pedestrian and cyclist friendly avenue. Create a clean and welcoming and vibrant space which builds on the bohemian feel our European neighbours seem to have sussed out long ago.

It could do with becoming an area motor vehicles can go to rather than go through - some sort of bollard or LTN style intervention at the crossroads of university street and botanic Ave.

Better enforcement of parking and double parking!

Pedestrianise the street

Botanic would be an ideal area of the town to be pedestrianised or at least have a reduction in traffic with introduction of cycle lanes or even one way system. The area is full of restaurants and eateries but at the same time is full of cars. Less cars would make the area more enticing.

I think the area would benefit from the re routing of cars and pedestrianisation of the central part of the street from the Empire to the traffic lights.

less street furniture on pavements (including temporary signs put out by shops/food places) which makes it difficult to walk on pavement. More and spacious bike stands to lock bike (but this adds to street furniture issue)

NO car zone from French village to bottom of Botanic would be amazing :)

Botanic avenue would be an incredible space for more seating and cycle lanes and trees, maybe not fully pedestrian used as but remove space for parking on both sides of the road and expand footpaths.

I would like to see designated cycle-lanes on both sides of Botanic Avenue with bollards erected by the lanes, to ensure any vehicles do not drive into those lanes.

A connected cycle route from the city centre, through Botanic Avenue, to Botanic Park would be extremely beneficial for students, residents, workers and visitors to South Belfast. This is particularly relevant if the aim is to reduce the amount of traffic to create a 'healthier' and more 'social' space.

safer pedestrian crossing areas

Needs to be fully pedestrianised from Town Square to McClay to include the same on university square to remove capacity as a glorified car park / through road.

Would be worth linking up any cycle lane with the Alfred Street cycle lane via the streets around the maryville area

Would be nicer if footpaths/ pedestrian provisions etc were wider for outdoor eating and so people can still walk past when people are eating outdoors.

Adequate and safe space to board and to get off buses. Its a common occurrence that cars are briefly parked at bus stops which results in getting off in between cars or sometimes on the road.

Lack of secure cycle storage is a big problem on Botanic. Few places to lock up and thefts are common. Should be more bike parking with CCTV deterrents in place.

I'd like to see all or some of it being pedestrianised.

Botanic has lots of good points and some bad. It would be amazing to extend on street dining and to make the street greener with more trees. Why not go all the way and make it pedestrian with active travel provision.

Maybe remove some parking for extra space and link dublinrd cycle lane to uni via botanic?

I cycle along botanic every day to get to and from work. It would be great to redesign the road to allow exclusively for buses and bikes - with exceptions for disabled car access. No need for commuter car access as most who use the road live and work in walking/cycling distance. Current;y it's a hodge-podge surface and cars pull out of side streets far too quickly as pedestrians and other vulnerable road users try to cross the street. With a train station on the street, this would be a great opportunity to encourage active travel and a test case for putting Belfast on a traffic diet. Linking this to the Dublin Road cycle infrastructure, and making the junction on Shaftesbury square safe for use.

"Very dangerous road to cycle down. Cars constantly parking poorly/illegally. Cars to not respect cyclists and often pull out in front of them. Busy traffic results in poor air quality.

I would be a be in favour of partial pedestrianisation of the street i.e. wider pavement, cycle lanes, bus/taxi lane and a ban on general traffic."

Cleaner pavements both in terms of actual cleanliness and also in terms of A-frames, advertising and obstacles. It is a a very cluttered and often dirty street.

I love walking along Botanic Avenue whenever I visit Belfast, mainly on work visits to QUB (pre-covid, once or twice yearly). More variety in the shops, not just eateries and coffee places would be advantageous.

"I worked on Botanic Avenue for many years. The road needs major resurfacing and the roads are too narrow for the large vehicles that constantly pass through. Taking away one side of on street parking and opening up the street would be a major improvement.

I am keen to give further thoughts on this if wanted as an individual who is very familiar with the daily traffic Botanic Avenue allows for. My mobile is (redacted) if you would like to contact me. "

More secure biking facilities. Would love to cycle but don't think roads are safe nor is there anywhere safe to leave a bike locked.

I often don't feel safe in the area, but by introducing more of the elements above, it'll help sort out this issue. Also need to address adjacent areas - Bradbury Place, Dublin Road, GVS, Donegall Pass etc - all of which are very dilapidated. Good luck with the project!

More traffic light & crossings

More trees, and more space for cycling !

"While I 100% agree with the need to promote green spaces and bring new green spaces I also fear that this will displace issues such as parking and public transport.

I would love to see some cycling infrastructure and electric car charging, while ensuring that disabled access is still a priority and that businesses can still get deliveries etc.

Taking parking away will make it worse for those in surrounding streets, and while we should promote more active travel, this only works if entire communities are bought in, which the majority on South Belfast residents who are capable of taking public transport or bikes etc are, but commuters continue to cause problems, and they'll just park in neighbouring streets.

Public Transport is also heavily relied on, and must not be displaced away from this area either.

More greenery, including utilising the top of bus stops is key, as is taking into account the impact changes to Botanic Avenue will have on surrounding areas and to the people to live there, as these schemes are often pushed by people who don't live in the area and won't have to live with the impact it has on their doorstep."

"Decrease in car parking along the sides of Botanic, as this reduces visibility for pedestrians and makes crossing quite precarious... to say the least.

More seating, and protected cycle lanes would be good (but protected cycle lanes would be good everywhere!)"

The space could be utilised more as we use outdoor space more. More seating for people to meet and tables to eat

This is poor and often dangerous road for cyclists especially at busy times. Better cycle lanes/ restricted traffic would be beneficial and could even encourage more outdoor dining.

Making part of Botanic pedestrian only would be awesome. One of the best served areas in Belfast for public transport outside of the city centre, so is justifiable to partly pedestrianise it.

## HUMANISE THE SPACE

Fewer cars!

Pedestrianize it and put in cycle lanes!!! Also create safe bike routes to/from it...there is no way I'm cycling on the road through Shaftsbury Avenue.

Less parking, the parking on both sides of the street along with the cars make it dangerous as there is so many people, islands in the middle of the road for crossing would be brilliant

"I would like to see a reduction in traffic or a complete pedestrianisation of the space.

A more short-term, less ambitious intervention would be an additional pelican or zebra crossing located around Russels shop in the centre of the avenue. "

Cycling is dangerous unless it is in a cycle lane completely cut off from walkers as happens in some other countries. I have found cyclists to be inconsiderate and to expect walkers to move out of their way very quickly. I would not want to mix walkers and cyclists along two parallel lanes in Botanic Avenue.

It'd be nice if it were cleaner

Although the avenue features a huge array of restaurants and places for takaways. The street is hugely lacking on on street dining and sitting, which has become very noticable during the pandemic.

More outdoor dining and more streetscape design. Removal of roadside parking to provide more space for pedestrian/ streetscape. Current roadside parking can be temporary transformed into public spaces for outdoor dining/streetscape over the weekends while keeping its use as a roadside parking during the weekday.

The traffic is quite heavy/dirty, particularly at the lower end near Shaftsbury square. The entrances to the residential streets off Botanic Avenue can be difficult to cross over due to parked cars blocking visibility and also deliveries to the commercial properties or advertising block the footway at times. Parts of Botanic Avenue feel run-down and the buildings are so varied in style that it feels like there are a lot of things squeezed into a small area so there little breathing space/green space before trying to squeeze in a cycle lane. When putting in a cycle lane it would be good to keep ample space for pedestrians.

The street could be pedestrianised along its whole length. It is not an arterial route to anywhere. There is one route from the Ormeau Road to the University Road via University Street which could be kept open for buses (and even cars) to cross with lights, (with the No 7 buses diverted from University Ave onto University Street). The upper end of the street from the traffic lights to the Botanic Park entrance could be pedestrianised fully. Access for loading can be taken from the side streets on each side. There is no question that this would increase footfall for the retail outlets along the street.

Strikes me that there are too many cars for the kind of street Botanic Ave wants to be. It would be pretty cool to see it pedestrianised!

Residents parking scheme

Reduction in traffic (especially at rush-hour). Reduction in the number of vacant units/lots.

Would be awesome to see a cafe with outdoor seating. Maybe cycle lanes introduced so that cyclists don't have to go in between people while they walk.

More accessible to folks using wheelchairs and similar.

"It would be good to have a safe family space - eg at CS Lewis square they have a sunken space children can use for bikes or skating and the THEME idea with sculptures is fantastic for families and encourages visits.

Botanic could lend itself to a science theme or an arts theme ( given the theatre that was there previously) Many families live in the area. "

Too many parked cars on the street. Too much cluttered on the pavement. The pavement on either side is wide and so has the potential to be better used for designated seating areas for sitting and also outdoor areas for dining/coffee. The area has vibrant connections to progressive developments within the city. It would be great to see this celebrated in public wall art, spaces to hang out and street furniture. This street has the potential to be a destination rather than a thorough fare (which it currently is).

They should pedestrianise it. Plenary of access to the area from Ormeau and Malone Roads.

The pedestrianisation of Botanic (and Donegall Pass would be push to create a vibrant and growing area for families, students and workers. A vision of a car free area leading to a university and public park would be a positive and radical addition to the mental health and quality of life in this city.

more space for outdoor music initiatives would be great

"Less on street car parking (with dedicated spaces for disabled parking) please- and parklets!

Would it be possible to pedestrianise Botanic Avenue - say some Sunday?"

Botanic Ave with no cars is possible and would be a precursor to releasing its potential. Where does culture fit into his picture and what forms might this take? What does access look like and how is this enabled? What opportunities for formal and informal use of the space emerge? Use case testing and development could explore this as a means of developing new models for streets (and High Streets) across NI.

fewer cars and motor vehicles

Cycling lanes, ultimately no cars. As a start, i like the parklette on Ormeau. Doing that up the street would be nice. Most of the cars parked are just QUB staff who park there all day. Doesn't help businesses,

It should be fully pedestrianised

More things open late

The city is so disjointed as far as cycling. Link this area. Pedestrianise part or all of it. Make it one way. Do something to make it a better place to stay/ work/ live.

Full pedestrianisation to spur on the case for redesigning our city for people and not cars. University Square should also seek pedestrianisation to compliment this.

"Lighting at night

Some attention to be paid to the roads just off botanic

Either more space for walking or less obstacles on the curbsides when outdoor dining is happening- big fan of outdoor dining but some restaurant signs etc get in way of the remaining walking space

Less on-street parking- especially during loading hours OR specific loading hours enforced- crossing street can be difficult "

Pedestrianise Botanic Avenue/buses at most. More trees lining this streets

"Not everyone who comes to Botanic is able to walk or cycle there (either due to not being a local, or having a physical impairment).

There is more than enough pavement space to stop taking away from those who have no choice but to drive, and also without discriminating against people who don't live within walking distance or who have a need to drive based on an impairment. Particularly for people who live outside of Belfast who are constantly feeling the impact of these sort of schemes and yet have very little say in the matter as they are in a totally different council area; and who also have very little in the way of cafes, restaurants, bars and shops where they live so MUST travel outside of their town / village / townland for virtually every amenity.

Also, sandwich boards on the pavement need to go as they create obstacles for people in wheelchairs or with vision impairments; and if there is a push for cyclists, there is no locking facilities for bikes. Further, there is no space on the road as it is to have bikes, so the pavement should be segregated if this is something that is being pushed for.

Finally - adding trees / plants is a good thing, but they MUST be controlled to avoid being a hazard (falling branches / obscuring signs)."

"A reduction in the number of hot food takeaways, some attempt to re-profile the commercial offering in general.

Altered bus routes so that not every bus heading to Ormeau Rd & further south on that route uses Botanic Avenue. Why can't every other bus go via the wider Donegall Pass to reduce bus traffic on the congested Botanic Ave?

More effort made to create a year-long resident community on Botanic Ave itself so that a 'living over the shop' culture is created. "

An ideal place for outdoor dining and drinking that would benefit from total/partial pedestrianisation - access for bus/cycles/taxis.

The pavements need replacing as part of any works - they are broken and uneven in many places which presents a safety hazard.

We need streets for people not cars.

Traffic lights should give more time and priority to pedestrians. Similarly I would like to see traffic slowed and priority given to pedestrians generally.

Botanic Avenue is especially haphazard for cyclists, with no bike or even bus lanes. Cars can come at you from all angles, with the the avenue being two way, with on street parking throughout, and multiple adjoining roads. The footpaths are too busy, narrow and cluttered to be used by cyclists as an alternative to the road.

Periodic pedestrianisation of Botanic Avenue, eg at weekends, would be welcome. The Ciclovía events have shown this can happen.

I would love to see a dedicated cycle lane (separated from traffic). Perhaps some parklets (see Ormeau Road) and benches to sit on that are not connected to cafes/restaurants.

Family friendly sculptures and/or wall art would be welcome

Parklets and cycle lanes, less on street parking plenty of other parking in the area. Make space for people. People spend money not cars.

More cycle/scooter parking at the kids park, so kids/parents can leave securely while in/around the park

Traffic reduction measures

The traffic and parking on Botanic Avenue is a nightmare in its current state. To reduce space for vehicles would be detrimental to the area, especially when parking space to visit local restaurants is already so limited

"Removal of open drug use.

Allow alcohol consumption on the pavements in the dining areas .

"

Few food places and seating areas would draw more people to the area, give more buzz, longer opening hours as used to walk through area

Make it more cycle friendly

Having participated in Ciclovía, I had the opportunity to experience botanic avenue without cars. It's felt so peaceful and the street seemed so vast. Enough space for everyone. It was a real joy

Introduction of Zebra crossings at several points. And some traffic easing.

quite dirty street, loads of rubbish. needs more greener shared spaces, less traffic, and options for sustainable traffic. More locking provision for bikes would be handy.

Just a cycle Lane (protected) to link up the park with the other cycle Lane in Dublin rd. At the minute there's a big gap which prevents me doing the route with my kids when we need to go in to town. We have to drive or just don't go

Botanic Avenue is a great alternative to the city centre for cheap eats in a village style atmosphere. Taking traffic away and making more space for sitting and walking would be welcome. No gentrification though where it becomes only accessible to those with lots of money.

Crossing Botanic Avenue at the moment is a nightmare, with speeding traffic especially outside the railway station. We need much better traffic management for the road as a whole and make it a safer more pleasant axis linking the station to Botanic Gardens and the university.

"Wider footpaths or more controlled space on the footpaths that exist as it can be quite tight at times.

Dedicated cycle lanes

Also homeless people and dodgy activity is rife in this area, I'm not sure what can be done about that exactly but it is something to note that makes the area hard or unwelcoming to move about in as a pedestrian.

I also want to add that there is no outside seating space at all on botanic avenue only ones that are apart of restaurants or cafes, public space would be appreciated. "

"It would make for a great pedestrian-only area. There could be some trials with pop up flowers planters to close it off to traffic. It would give more space to restaurants/pubs for outside dining.

"

"Perhaps beyond the scope of this survey but the pavements are in a terrible state in Botanic Avenue. When it rains the puddles make large parts of the pavement impassable and pedestrians have to walk in the road.

People visiting the various food outlets frequently park at junctions with Botanic Ave blocking the pavement, causing particular issue for people with limited mobility or with prams. "

The PSNI need to have a more visible, permanent position.. the place is great, but getting brought down by the petty crime etc

Consider pedestrianisation between university street and Shaftesbury square

Open 24/7 instead of closed at dark. More lighting for evening activity

I'd like someone to stop the 20 Bulgarian/Romanian men standing opposite each other on the street, blocking the street and talking and intimidating me and other women. Removal of the homeless from the street would also be great. It's a nightmare walking home alone as a woman in this area.

Less smack hieds asking for twenty quid for the most obscure reason ever

In recent years the area has turned into a dumping ground for waste. There is litter everywhere and lots of shut down businesses. There is a big drug problem in the area, I see men in their 50s being arrested for drug offenses quite a lot whilst walking by. There is a huge homeless problem with many people begging for change lying on the pavements who need help. There are many people walking around who look like they are off their faces on drugs and so it is becoming quite a scary area to walk around. There is also a problem with street urination. The area really needs cleaned up and turned around with new life and new businesses, a fruit shop would also be good! :)

"The clutter and 'visual noise' must make it very intimidating for those with any form of autism or hypersensitive issues. It seems a melting pot but isn't. It really is quite clique driven with its pockets of well heeled consumers, charity shop scavengers like myself, (the only recycling on the Avenue) homeless, (named un housed in Austin Texas) alcoholics, drug dependants, refugees and asylum seekers, immigrant worker groups, young people meeting at pubs and coffee places. Students probably frequent it but as low paid retail staff or as a through route to somewhere else. There is an aspect of architectural ruin as well as mass cramming in the area which intensifies its 'health'. For many it seems an ideal location and it can be with the proximity of the University, which has no connection whatsoever with the Avenue other than its provision of rpfree parking at weekends in an area it initially wanted to Develop where the former accommodation service, language service and others once occupied as portacabins as a temporary, (semi-permanent) linear extension of Botanic Avenue as it went towards (the once private gardens - fee to enter) Botanic Gardens. The little set of buildings became a community in itself. It often was a hotbed of left wing and European outlooks. Facing it is another Queens car park and the ugly horizontal administration monolith. Alongside it the awful former Seamus Heaney building. Built to look like a German Autoban hostel by Knox and Marwell, also irresponsible for the Fitzroy Church, with its mimicry of its host and facing a patch of vacant land alongside Magdala Street. Home of a smaller barely noticeable meeting house and a former coach yard entered by an archway.

The Heritage aspect of Botanic Avenue where once handsome shops and a combined mix of uses was structured to compliment each other. Now it is a battle for attention and trade where the pavements are blocked with retail signage on a grand scale. It is a nightmare for visually impaired people and it is what greets arrivals from the link that is Botanic Railway Staion which does not get a mention in your study summary.



The Upper and Lower Crescent terracing is undergoing a belated overhaul and the small park (I call the the 3 m's park - as former inmates of Magaberry, Magilligan, Mountjoy, Maze heartily greet each other as they enjoy the fresh air and little else.)

The 3, Churches at this location - I see Botanic Avenue; and am averse to singling out a use which then attributes other environmental essentials to its purpose, as a wider set of established purposes.

Withstanding the local service it provides and the dependency of its retail and other services are at least 40% lifted by the QUB presence, it has numerous other aspects not least is the overcrowding and intensification of Housing on the sole basis of a model of occupancy which is less in Standards than most European Apartment/Flat guidelines. It therefore fails to future proof its new build, HMO, Airbnb, Studio flat identity. When Students find an alternative to the 'cramming' and 'living' space that demands they use outside facilities such as bars clubs and cafes, they are basically engineered out of the kitchen/living spaces too cramped to socialise in and abandoned in their thinking to 'transitory' accommodation. There is no provision in any of these 'units' for conversion to family units. No foresight for any mass migration as famine/climate relief of greater numbers to be housed nor any spread in a City that is slowly - and it's an appropriate word - MOVING - towards a transit aware population. Almost (a clear survey would be helpful) 70% of staff and other non students live beyond, say a 1 mile radius of the University.

I shall continue this response by email given its array of topics but I feel ANY study must combine reaped aspects to be able to construct a proper analysis of narrative. Being specific is only partly an answer. (postcode redacted) "

The footpath itself is in need of repair in many places. The drains need to be cleaned more regularly to keep from puddles forming. It is not the most accessible street for those in wheelchairs or who need assistance in getting around, so making the footpath wider and more ramps would help them significantly.

Botanic Avenue needs a "refresh" - it looks run-down in places. Bringing more people to the area - to walk, sit, socialise - would help achieve that. Parked cars and high volumes of traffic are a barrier to opening up the Avenue for trees, plants, cycling, walking, etc,

Improvements in the lower field off the embankment for the use of dog walking - make it secure for dogs to go off lead & a dog bin is required.

Please improve the traffic so that it is a more pedestrian friendly street to access and cross, particularly near the intersections with University Street and Donegal Pass. Also, it would be great if Botanic had a nicer connection to Crescent Gardens.

I exercise my dog on the empty lower field at botanic adjacent to the PC carpark as do many other dog owners. I would like to see this area being made secure for off lead dog exercise. There is a gate at the edge of the field which opens directly onto the embankment traffic which is an accident risk should an off lead dog bolt. The proximity to the PEC car park presents a similar risk. Currently the nearest secure off lead dog exercise area that I am aware of is at Stormont.

Pedestrianise university half of Botanic, maybe except for buses. It would flourish if people were able to sit out with street entertainment etc. in the summer, especially with the park so close. It has lost out to Ormeau road because of Botanic being such a busy road and very little space for pedestrians. There are 2 main roads either side (ormeau and university road) that can cope with the traffic. It is a hard road to drive down in any case. Too many taxis also make it difficult to navigate so probably best to avoid allowing buses if it means taxis are also allowed in the bus lane. Also need to encourage better quality local cafes etc in part nearer the city and make it more attractive. That side of Botanic often looks dirty and a bit grim and businesses never seem to last and always seem to be changing hands. I was loyal to a few good local businesses there but they never last long and it just puts you off going.

A proper bike lane is needed

Get the cyclists - including students - off the footpaths which have got a lot narrower with on street tables and seating

Outdoor dining spaces would be excellent.

public outdoor hubs with greenery and plants could create a lovely city scape connecting to the botanic gardens (extending them)

I especially would like to see more green and nicer pedestrian routes in general all over NI.

Please do not put a cycle lane in Botanic Ave have you not seen the mess the traffic get on the Dublin Road because of the on on it

There should be no parking permitted apart from delivery's to businesses along botanic avenue. Having been a resident for 15years+ a bus/lorry cannot meet anything bigger than a car when there is vehicles parked along both sides of the road. This is exacerbated more when vehicles are parked incorrectly especially on double yellow lines and when not pulled in enough. Having seen ambulances and fire engines struggle through this as well is very disturbing. There really is no need for parking to be allowed along the road whatsoever. Until this happens, any of the proposed ideas above will have little impact on the area. The

bus service is severely impacted due to this problem and the congestion rarely eases. I actually am thinking about moving to the North of the city where this is not an issue whatsoever.

"It should be permanently pedestrianised or restricted to single lane ideally for public transport only. As a more feasible option, replacing parking spaces with seats (parklet style), bicycle parking would vastly improve the appeal and usability of the area. There are four lanes of space dedicated to cars including road and parking, simply too much, too noisy etc."

I'd love to see more cycle lanes

Space for cycling especially would be helpful as botanic avenue has become a bit of a gap between the cycle lanes of the embankment and of Dublin road that could really put people off cycling that journey

I think that the road can often be busy and difficult to cross, perhaps traffic slowing measures in such a popular pedestrian area might be useful

It's becoming Belfast's skid row.  
pedestrian crossings  
Bring back the Chinese restaurant that had karaoke

Basically a pedestrian botanic avenue would look nice  
Pedestrianisation of Botanic

Some areas of the street do not feel safe, especially for women and particularly when it's dark. Making the street safer would be a great improvement.

The PSNI need to adopt a zero tolerance approach for anti-social behaviour, e.g. drug dealing, graffiti etc.. as it is a blight on that area.

Please don't close another lane. Making driving so inconvenient that people are forced to change won't work. Cycling on the roads around Belfast is grand, do it a lot myself.  
I drive to this area for work and walk here on break and lunch and at weekends, I am a cyclist too, I would love Botanic Avenue to be like the streets in many Dutch towns which accommodate plants trees cycles people and cars. We have a lot to learn from Holland as Dutch cities are a heavily populated and the space is managed so well  
More placemaking areas, busker podiums more bio diversity, market garden popups, ponds and grow your own allotments

More on street dining, parklets like the one on Ormeau Road, planters, cycling infrastructure, bicycle parking, ideally removal of lots of on street parking / eventual pedestrianisation (although unlikely)

less drugged up people. less drunk people. police ignore the area  
Botanic Avenue has a criminal element, drugs and homelessness is rife ....it hasn't had development in about 20 years ...I avoid it if I can

I've always loved Botanic - it would be great if it were more cycle friendly...  
It looks very run down over the last couple of years. Not a pleasant place to hang out.

"Traffic is often slow, crowded, inefficient - consider making botanic pedestrianised? The parking around the area is also really terrible, have experienced this when living in the area.  
Lovely buzz about the street, well worth developing I think"

A pedestrianised botanic would open up so many opportunities for street culture, there's, art music. It would allow for a cafe style open air dining experience (please invest in heaters and covers for restaurants bars and cafes)... Traffic can be diverted let's have a can do approach and learn from other cities... Let's do this... Also can we have living walls  
Yes yes yes to all above. It is a miserable space to be in at the moment, but could create such a great link to the city. Also the placement of footpath advertising boards should be banned. Not only is it an eye sore and creates bottle necks, I have personally witnessed people with disabilities struggle to get round them. Public space should not be used for private business benefit when the public don't get anything out of it, so unlike converting car park spaces into parklets for cafes etc.

"Get rid of the drug takers and drug dealers and the discarded needles on the street.  
Get rid of the Alchos in the park near upper crescent church.  
Resource the streets they are a shambles.  
Fix the dilapidated houses before french village.

The place is very run down in general and needs some TLC, a nice bar / restaurant. No more take away S or coffee shops the place is overloaded with them.

Thanks and good luck!"

High density HMO style accommodation is good for the Botanic area and encouraging single family residents will improve the area

"More artwork would be fantastic in the area. Many areas of West, East and North Belfast and the city centre have fantastic displays of street art, inclusive pieces, and artistic murals - it would be great to see some of that spill over to the Queen's Quarter as well, and Botanic Avenue would be a great hub to start with!

Also I think some sort of recycling spot would be great for the area. The surrounding streets around Botanic tend to have a litter problem, but if some public recycling bins were placed in the area, this would be a cost effective way to stop littering as more facilities would be available. "

Extend the cycle routes from the Dublin rd up through Botanic, make it a pedestrian zone - buses only

More plants and trees, the street currently looks very dull. There are also lots of closed down shops, it would be nice to see these occupied and less litter on the streets.

I'd like to see less cycling on the pavement areas which I think could be achieved by adopting a shared space approach with lower speed limits, and perhaps limiting access to Botanic Avenue between University Street and Donegall Pass to buses and taxis.

"A safe space to cross around botanic Station.

Also, I love the idea of more seating / dining, but protection of a clear footpath for wheelchair users, prams and others who need a clear right of way (including trip hazards for those with visual impairments) rather than more footpath furniture which limits access. "

Should be made completely traffic free - pedestrianised with a two way cycle lane

Convert it to a one way system with University Street as the other direction. Give it proper cycle lanes connecting to Dublin Rd. Widen footpaths where possible for more outdoor areas for dining. Stick more trees up! Maybe separate the 1-way road and cycle lane with tree lined kerb.

More outside dining, opening up crescent garden for more use, more pedestrian dining area  
I would pedestrianise it if I could!

On street parking should be removed and vehicle priority should be only for public transport - perfectly viable alternative route via Donegall Pass.

Botanic Avenue needs much better disabled access, especially for wheelchair users.

Spaces for children

Improved frontages to shops, restaurants and businesses with more on-pavement dining.

Far too many homeless people, as well as immigrant communities whose conduct on the avenue is at times extremely unwelcoming and makes one feel uncomfortable and sometimes unsafe.

I used to frequent Botanic Avenue, but now that I'm disabled, visit as little as is humanly possible. It's a nightmarish place for people like me. So I'd like to see a better environment for wheelchair users, involving equal space for handbikes on any proposed cycle lanes, good paving and surfaces in general, safe crossing places and safe dropped kerbs. Being able to enter the many shops and cafes would be nice as well, as I find having to be served in the street humiliating rather than accommodating :-  
)

Parking around the area is a nightmare. Busses would require me to take 2 to it as I live one bus line over.

Lower Crescent could be the jewel in the crown of the area.  
Pedestrianise it. Bike lanes in both directions, parklets.

"Botanic has become a bit run down,  
It would be great to see it thriving, plenty of green space and outdoor seating. "

traffic on botanic is always a nightmare anyway, so reduce the road to a one way with short time parking spaces available for stock delivery and restaurant delivery drivers only.

The implementation of cycle tracks (proper segregation for cyclists); much better than the painted bike lanes that we have become accustomed to in Belfast.

If it is intended to encourage sitting and dining on the footpaths in Botanic, care would need to be taken not to clutter the space too much for pedestrians, people with prams and (especially), wheelchair users, or people with other disabilities. The profusion of on-footpath advertising already virtually annexes three quarters of the public walkway in places, which makes it a bit of an obstacle course at peak times.

Remove cars aside from public transport

Remove on-street parking (deliveries only)

If there were no cars I would make an effort to walk and cycle to Botanic Avenue to enjoy outdoor seating and dining. At the moment life and limb is at risk trying to cycle along it or cross over as a pedestrian because the on street parking makes it difficult to clearly see the moving traffic. I do drive to Botanic Avenue to use specific shops or restaurants but never use the on street pay and display parking, choosing to park further away and walk to my destination.

Cycle lanes should be connected to a network so that you can cycle from accommodation to the university while separated from traffic

Removal of on Street car parking and replace with pedestrian Street that becomes a destination. Make Botanic a playful street.

A shared and welcoming space for everyone.

# Appendix D Local Organisation Survey Data

ID	What is your organisation name? (This q	How do you think your visitors arrive to your premises? (please rank	Space for walking	Space for dining	Space for sitting
1	Forward South Partnership	Car;Walk;Cycle;Public Transport;	Yes	I don't mind	Yes
2		Car;Walk;Cycle;Public Transport;	Yes	No	No
3		Car;Walk;Public Transport;Cycle;	Yes	Yes	Yes
4	Socail change group	Cycle;Car;Walk;Public Transport;	No		
5		Walk;Car;Public Transport;Cycle;	No	Yes	No
6	Queens University	Public Transport;Car;Cycle;Walk;	Yes	Yes	No
7	Queen's University Belfast	Car;Public Transport;Walk;Cycle;	Yes	Yes	Yes
8	RNIB	Public Transport;Walk;Car;Cycle;	Yes	Yes	Yes
9	RCA Belfast	Car;Cycle;Public Transport;Walk;	I don't mind	Yes	I don't mind
10	Queen's University Belfast	Car;Walk;Public Transport;Cycle;	Yes	Yes	Yes
11	Independent Psychotherapist	Car;Walk;Cycle;Public Transport;	Yes	I don't mind	Yes
12	Queen's University	Car;Public Transport;Walk;Cycle;	Yes	Yes	Yes
13	MindWise	Public Transport;Car;Walk;Cycle;	Yes	Yes	Yes
14	Donegall Pass Community Enterprises	Walk;Car;Public Transport;Cycle;	I don't mind	I don't mind	Yes

Space for cycling

Yes

No

Yes

No

Yes

I don't mind

No

Yes

Yes

Yes

Yes

Yes

Yes

**If you have any other comments about changes you'd like to see on Botanic Avenue please free to add them below.**

Just the consideration of those with a disability/dementia. I think the addition of more public seats/ green community gardens would be helpful and also signs/ footprints to Botanic Gardens for walkers to encourage more walking.

Botanic has always had a very serious anti social regarding drug addiction, the place is made very unwelcome for local people who live in inner city areas surrounding it.. Tackle this issue first and foremost before considering anything else before the situation gets even worse..

Opening up botanic more will only cause more problems for local communities.

Less traffic! It's very heavily populated with cars and cars going at speed. Proper car parks would be good for those who cannot use the other modes of transport.

If a cycling network is to be developed the needs of blind and partially sighted people and those with poor mobility need to be taken into consideration. Will there be a dedicated cycle lane? How will this be identifiable to someone who cant see? Are there going to tactile footpaths and pavements? Is signage going to be clearly visible.

The opening hours are not long enough in winter. It should be open summer hours all year to allow travel through on bike or walking

Cycling round Belfast can only be made effective for commuters if the routes from outlying areas and suburbs, i.e. Bangor, Carrick, Carryduff, Dundonald Lisburn, etc have good feeder routes! Comber Greenway is one example. Albeit still too many crossings!

Limited parking

A greater presence of PSNI/community safety wardens, as Botanic Avenue as become a very fearful and unsafe place to go for many local residents



# Appendix E Local Business Survey Data

ID	What is your business name	How do you think your customers will arrive	Space for walking	Space for dining	Space for sitting	Space for cycling
1	Tribal Burger	Car;Walk;Public Transport	I don't mind	Yes	I don't mind	I don't mind
2	Body Conscious	Walk;Public Transport;Car	Yes	Yes	Yes	Yes
3	Kaffe O	Car;Walk;Cycle;Public Transport	Yes	Yes	Yes	Yes
5	Mail Boxes Etc	Car;Walk;Public Transport	No	I don't mind	I don't mind	No
6	Cuban Sandwich Factory	Walk;Car;Public Transport	No	Yes	Yes	No
7	Timeslip Records	Walk;Car;Public Transport	I don't mind	No	No	I don't mind
8						
9	Boojum Ltd	Walk;Car;Cycle;Public Transport	I don't mind	Yes	Yes	I don't mind
10	Clements	Walk;Public Transport;Car	No	No	Yes	Yes
11	Town Square	Walk;Public Transport;Car	Yes	Yes	Yes	Yes

## Local Businesses Qualitative Responses

If you have any other comments about changes you'd like to see on Botanic Avenue please free to add them below.

More places for parking

More variety of shops, less take away outlets.

More green space, less traffic

Pedestrian of the avenue

Cycle way

Anti social behaviour is one of the biggest challenges to attract people to sit outside, plus the entries need to be gated for safety and security and to reduce anti social behaviour. There's a lot of drug use and paraphernalia in them.

Cleaned more at front and back, students make a mess to the rear of property.

It's a busy.

Queen's buying buildings, delapidating, turning it back.

Around Crescent, efforts to restore that.

Botanic Avenue always drawn tourism. Need positive energy. Need more police about instead of CCTV.

Onus falls on traders to police it.

More old buildings preserved. Often snapped up by QUB. Too much housing going in in their place. Maintain heritage. Encourage tourism with heritage protection. Not getting away with it here.

Parklets for Botanic Avenue.

notorious for drugs and drink. nice to see that cleared up.

Pedestrianise Lower Crescent.