

RTS Discussion Document Responses

33 Responses received

Responsee

<p>1. Antrim Borough Council</p> <p>What are your views on the RTS so far? Council welcomes the strategic aims of the RTS in general, but considers that the bias towards the roads network is not helping to encourage sustainable diversification in Northern Ireland's transport system. Unless this imbalance is tackled, the proportionate share of the transport network by roads in NI will continue unabated at the expense of more sustainable modes of transport.</p> <p>What is your opinion on our suggested way forward? Council would welcome a clear strategic commitment by the RTS that promotes and addresses feasible and viable alternatives to the road network. Council believes that the RTS should endorse Belfast International Airport (BIA) as the pre-eminent airport facility within Northern Ireland.</p> <p>What are the major challenges for transportation? Council believes that the RTS has an obligation to deliver a transportation network that is modern, integrated, convenient, reliable, and affordable, and offers choice to all. The RTS should seek to build on recent investments in the public transport sector to ensure that the pre-eminence of the roads-based network does not increase its share of the market without sound and valid backing. Northern Ireland needs to look more closely at the option of a non-roads based strategy for freight transport.</p> <p>How should we meet these challenges? Council welcomes the opportunity to enter into discussion with DRD in respect of this issue, and recommends that further dialogue is entered into with as extensive a range of both user and non-user groups as possible. It is essential that DRD identify the non-user groups to help ascertain the factors as to why they feel disadvantaged. Council also welcomes the regular reviews of the RTS in light of the rapidly changing nature of emerging technologies, economic and societal circumstances and public opinion.</p> <p>Are there any particular measures which you believe should or should not be included in the revised Strategy? As noted above, Council believes that it is essential the RTS reflects the regional significance of the Belfast International Airport.</p> <p>Are there any particular equality issues that we need to consider when revising the Strategy? Council has expressed reservations about the urban-rural breakdown of the RTS thrust. Provided the presence of this differentiation is recognised and reflected in emerging policies, Council welcomes the RTS as a document that can, in conjunction with the RDS, help to tackle social deprivation effectively.</p> <p>Are there any particular health issues that we need to consider when revising the Strategy? Council recommends that the emerging draft RTS should reflect the needs and concerns of all groups identified by Section 75 legislation with a particular emphasis on persons with disabilities and older people.</p> <p>Are there any other issues the Review of the Strategy should consider? The implementation of free public transport for certain sections of the population has been welcomed and should remain.</p>	
<p>2. Consumer Council</p> <p>General</p> <p>What are your views on the Regional Transportation Strategy so far? CC quoted data and information from recent survey carried out by them on public perception of Public Transport, identifying the following as ways to encourage the public to use Public Transport Value for money Better service design and quality Improved customer service Improved passenger information Improved passenger facilities, such as shelters, stations Need integrated transport</p> <p>What is your opinion on our suggested way forward? The Consumer Council broadly welcomes the proposal to set a strategic policy direction for transport in Northern Ireland but it must be underpinned by clear and achievable plans for delivery and sufficient resources.</p> <p>What are the major challenges for transportation? Public transport providers and Government must focus on improving the coverage and frequency of services. Need to implement more quality bus corridors, priority bus lanes and assess parking provision. Increasing passenger numbers and moving people away from car dependency Improving network and frequency of services - Develop a public transport system that is linked together Value for money - Transport providers must provide the lowest cost fare to encourage public transport use Water network and more frequent services - Public transport services should complement each other to serve the needs of the public. Choice and Convenience - The current levels of satisfaction with bus and train services need to be developed to ensure choice and frequency is adequate for all consumers. Condition of Stops - Examining access to and condition of bus stops needs to be a priority among Government and transport providers to make public transport a viable option in rural areas. Investments - Further investment in roads and prioritising bus routes and lanes will help to increase frequency of bus services and reduce congestion. Customer Service Improving accessibility - improve wheelchair access onto buses and trains.</p> <p>How should we meet these challenges? Cheaper fares, increased fare promotions and greater discounts, for example on multi-journey tickets, are the greatest factors to encourage more use of public transport.</p> <p>Now initiatives for future public transport in Northern Ireland Integrated ticketing Automatic ticket machines Online booking Congestion Charging Rapid Transit System Extending Concessionary Travel Continuing investment in Public Transport and Infrastructure</p> <p>Are there any particular measures which you believe should or should not be included in the revised Strategy? The Consumer Council believes it is essential that the revised Strategy demonstrates cross-departmental planning and working to achieve the best outcome for consumers and integration across government policies.</p> <p>Are there any particular equality issues that we need to consider when revising the Strategy? The Consumer Council believes that a full Equality Impact Assessment and Rural Proofing should be undertaken to ensure that the needs and special considerations of rural communities and areas are considered as part of the review of the Regional Transportation Strategy.</p> <p>Are there any particular health issues that we need to consider when revising the Strategy? Access to health facilities considered due to centralisation of many health services forcing people to travel more</p>	
<p>3. North Down Borough Council</p> <p>General RTS doesn't include any strategic transportation issues pertinent to North Down</p>	

<p>4. Institute of Directors</p>	<p>General Believe RTS can not be developed in advance or parallel with the RDS They don't think current economic and environmental issues have been considered in the discussion doc They believe that, in the light of the new RDS, a radical long term vision needs to be crafted for the transportation system that will be appropriate to NI needs in the second and third quarters of this century</p> <p>What are your views on the RTS so far? Can't be considered a strategy as it has no action plan or SMART objectives No vision for NI transportation in 15-20 years time Final version of the RTS has to be set in parameters which are not detailed in the Discussion Doc, but are fundamental: 1. current financial situation 2. Planning strategy- RDS 3. Must consider appropriate national strategies i.e. UK Air Transport 06 White paper 4. must consider RPA implications 5. must consider private funding not transportation schemes</p> <p>What is your opinion on the way forward? RTS should emulate Scottish and Welsh Transport Strategies IoD would like to be involved in RTS process</p> <p>What are major challenges for transportation? Modal Shift need to set long term vision Current financial status Consider private funding Global warming/Climate Change Promoting Tourism RPA Rd economy - will promised funding materialise Learn from other countries whilst developing RTS Land use planning Ruralty Parking - opportunity to discourage people from using the car</p> <p>How should we meet these challenges? can only be worked through once DRD completes and sets out: • the objectives for RTS, • the current situation - the baseline against which the RTS will be measured, and • the constraints within which DRD operates - financial, areas reserved for national government, limits as to influence with private sector, and the new Councils authority consulting with major stakeholders is very important.</p> <p>Are there any particular measures which you believe should or should not be included in the revised strategy? IoD would like to be involved in future process Should consider Vision of transportation in 15-20 years time The "School Run" Working with the private sector to deliver RTS objectives Fast implementation of Public Transport Reform</p> <p>Are there any health issues? H & S must be a concern</p> <p>Are there any issues the review should consider? Ensuring key stakeholders views are considered</p>
<p>5. DEL</p>	<p>No response</p>
<p>6. DARD</p>	<p>No response</p>
<p>7. Confederation of British Industry (CBI)</p>	<p>General CBI believe NI doesn't need another lengthy and wordy RTS Need to move through a consultation process to develop a succinct RTS Revised RTS must deliver clearly defined positive outcomes such as: 1. improve the movement of freight and people on strategic transport corridors 2. Reduce congestion 3. reduce the impact of transport on carbon emissions 4. Improve safety 5. Improve access to education, training and employment</p> <p>Views on RTS so far Much progress has been achieved, increase in investment has been long overdue Achieving a more integrated approach to transportation is essential with major implications for land use planning policies Concerned they haven't saw a draft of RDS</p> <p>What are major challenges for transportation? 1. Continuing to meet the changing needs of the NI economy 2. Addressing the need to reduce CO2 emissions 3. Continuing to attract sufficient investment 4. Securing a modal shift onto public transport</p> <p>How should we meet these challenges? It is essential that the strategy recognises the key economic and social changes taking place which impact on transport Executive must keep the economy as its top priority Executive should also continue to seek opportunities for reducing road congestion through the wider application for flexible working policies This will be a massive challenge requiring new partnerships, radical technological and behavioural changes by business, government and consumers Securing an ongoing commitment from the Executive to maintain funding levels and ensuring that transportation is a key priority in a revised Investment Strategy for here We need a clear vision for public transport with key goals.</p> <p>Particular Measures to be included We have highlighted seven key areas which CBI believes should be central to the revised strategy 1. Enhance investment in public transport 2. Complete the upgrading of the Strategic Road Network 3. Improve access to our key gateways 4. Maintain existing assets more effectively 5. Effective car parking policy and tariffs 6. More effective traffic management of existing road space and enforcement of road transport vehicles and operators 7. Cost effective measures to encourage cycling and walking</p> <p>Particular equality/health issues to consider Improving the strategic road network is critical to reducing journey times for people travelling to work especially in rural areas Improving public transport and ensuring it's affordable More targeted interventions e.g. focusing concessionary fares at the long term unemployed or those most in need More innovative approach might be required in rural areas - take the services to the people</p>

8. Freight Transport Association

What are your views on the RTS so far?
Needs to be a clear picture of where population growth and shift are likely
The Review needs to place a much higher emphasis on the importance and value of Freight and Logistics.
The economic and efficiency gains from RPA must be clearly stated at the outset so that the public are generally satisfied with the proposed changes.
There is no reference to the consideration of Public Private Partnership (PPP) or private funding for any transportation schemes whether they are for passenger transport or roads infrastructure developments

What is your opinion on the suggested way fwd?
The top priority for the Northern Ireland Executive is to grow the economy, however the planned strategy needs to set realistic targets for the next ten years
In order to achieve significant change in the public's travel habits there must be a variety of realistic and attractive alternatives to the use of the private car

What are major challenges for transport?
There must be close cooperation with Planning Service so that land use planning better considers infrastructure a transport links.
There is a need to allocate the necessary funding for essential structural maintenance to maintain and preserve our existing roads network
There is a need for better enforcement of traffic parking and clearance regulations in and around towns and cities.
There is also a requirement for better enforcement of road transport vehicles and operators to ensure that vehicles are checked and maintained on a regular basis.
This will help to reduce the number of broken down vehicles on our roads network that are a major contributor to traffic congestion.

How should we meet these challenges?
The review needs to set a small and realistic number of selective key objectives for the short term.
There must be stated objectives to make all movements of people and freight more efficient in accordance with the needs of industry.

Are there any particular measures that should be included?
A key step to sustainable freight transport will be through further investment by manufacturers in the development of alternative vehicle technologies which will reduce carbon emissions and provide the infrastructure and systems to support these vehicles.

Are there any health issues that need to be considered?

- More exercise will help to reduce obesity levels
- Reduced traffic congestion will improve Air Quality.
- Increased use of public transport will help to reduce stress.
- Improvements to Road Safety as a result of better regulation and higher standards of vehicle roadworthiness.

Are there any other issues the Review of the Strategy should consider
The main areas of congestion at peak travelling times need to be reviewed as a priority by Roads Service

9. Craigavon Borough Council

Views on RTS
Assurances that funding identified in the original RTS will still be available
Welcomes the introduction of Concessionary fares

Opinion on suggested way Fwd
Welcomes new strategic direction for RTS; however worried that Belfast would benefit from this approach and other urban areas would suffer concern that existing transport plans could be abandoned
Like the idea of the transport plans aligning with local development plans

Major challenges for transport
Increased number of vehicles on the road, concentration of jobs in Belfast, addressing the needs of rural population affordable public transport system

How should we meet these challenges?
Create incentives to encourage car sharing
more encouragement to the use of Bio Fuels
introduce incentives to encourage the use of public transport
implement recommendations of Balm report
consider re-establishment of rail links to the west of the province
consider freight being transported by rail again
support walking and cycling

Any particular measures that should be included?
create improved connections to our air and sea ports
towns identified as main hubs should benefit from additional spend

Any measures to consider when revising the Strategy?
More emphasis needs to be placed on rural areas across the Province who do not have as great an opportunity to consider alternative transport to private cars.
Incentives in terms of 'stick' and 'carrot' must be carefully considered so as not to introduce measures which will be detrimental to rural dwellers who already have to travel greater distances for the bare necessities.

Are there any particular health issues?
Given the reduction in the number of hospitals especially in relation to A&E and Maternity
it would be important to ensure that the infrastructure is in place to provide ease of access to the remaining facilities especially for those travelling long distances in what may be an emergency situation.

10. Omagh District Council

Views on RTS so far
The Council remains concerned that the needs of areas west of the Bann in general, and the Omagh district in particular, are not being adequately addressed in the outworking of the RTS so far.
The Omagh district is totally dependent on roads infrastructure and requires urgent investment in its primary and secondary roads to provide a network which will enable the district to prosper and grow.
The Council has a particular interest in the promotion of walking and cycle routes.
In terms of rural areas of the district, the Council would wish to highlight that there are very limited opportunities for safe pedestrian or cycling activity.
One obvious omission from the Discussion Document are the recommendations of the Balm Review on the decentralisation of public sector jobs.
The Council concurs with the comments regarding the environment and the importance of sustainable forms of transport and in addition, the Council would suggest that a series of park and share/long stay car parks are provided within the district and particular on the edge of Omagh town.
The Council is about to embark on a pilot programme with Fermanagh District Council to prepare a new area plan for the Omagh/Fermanagh super Council area.
It would appear to be sensible therefore, to align a Strategic Transport Plan for the new Council district within this

What is your opinion on the suggested way fwd
There is also however, a need for urgent investment in the roads within the current Omagh district boundaries
As such, it is recommended that additional funding is allocated to the Omagh district so that a series of local priorities can be developed and agreed in conjunction with local DPO Roads Service offices.

Challenges for transport
Omagh District Council considers that the major challenge for transportation is equality. Rural dwellers generally do not have equitable access to quality roads infrastructure, public transport provision, pedestrian and cycle paths.

How should we meet these challenges
The Council considers that the challenges to provide equality for rural dwellers will be best served in a partnership approach between local and central government.

Are there any particular measures which you believe should or should not be included in the revised strategy?
The Council considers that the strategy should contain proposals to enable the free flow of traffic in and around Omagh town

Are there any particular equality issues that we need to consider when revising the Strategy?
Yes, the historic pattern of disinvestment in our district, disproportionate levels of investment will be required to bring the district onto a par with other areas.

Are there any particular health issues that we need to consider when revising the Strategy?
Yes, it is proposed that the main hospital and medical services for the district will be provided through the new South West hospital in Enniskillen.
The current A&E from Omagh to Enniskillen is wholly inadequate as a means of connection for people from the district to the centre for main medical services.
Urgent upgrades are required for this route to be properly and safely developed.

Are there any other issues the Review of the Strategy should consider
the Council would consider that there would be merit in holding representatives from Local Government on a steering group for the Review and that there should be specific engagement/information events for Councillors prior to a final draft of the RTS being issued.

11. Armagh District Council
Council supports many aspects of the proposed strategy and welcomes the investment up to 2016 which will include the delivery of the A5 Derry - Aughnacross route. Would also like to see the completion of the Northwest and East link roads in Armagh.

<p>12. Inclusive Mobility and Transport Advisory Co</p>	<p>Welcome opportunity to respond. Intac does see merit in a future RTS being more high level based on key themes with one of the themes being social inclusion.</p> <p>A future RTS should include issues around access to air travel and cross border mobility. Any future transport strategy must take account of the needs of all the people of Northern Ireland.</p> <p>Clearly economic factors are crucial to the general prosperity of everyone in society. Given the reality of climate change environmental issues must be given a much greater priority than in the past.</p> <p>Over the past decade policy here has begun to recognise the importance of transport in reducing social inclusion.</p> <p>Tackling social issues around transport requires a multi-agency approach including those who design and deliver services.</p> <p>Concern about Door2door; Intac is increasingly concerned about the unrealistic role envisaged for the service by policy makers Issues with concessionary fares, accessibility a problem for those wishing to avail of the service</p> <p>Challenges for the future</p> <p>The current Review of the RTS as well as RDS, Public Transport and Local Government reform all mean that we have a unique opportunity to improve transport provision</p> <p>The priority for Intac in developing a future transport strategy is reducing social exclusion.</p> <p>Intac sees the following as priorities:</p> <ul style="list-style-type: none"> o Improving access to public transport o Supporting people to travel o Making travel safer o Making travel more affordable o Reducing the need to travel <p>Improve access to public transport by increasing the public transport network to include more flexible localised services in areas with poor public transport provision</p> <p>Encouragement must be given to disabled people to travel more</p> <p>More work needs to be done to improve safety and security on public transport and around stations</p> <p>We must also focus on reducing the need to travel. Reducing the need to travel requires a cross departmental approach as transport policy alone cannot change how services are delivered.</p> <p>The following a key to reducing the need to travel:</p> <ul style="list-style-type: none"> o Proactive land use planning policies that promote sustainable development o Prioritising town centres and local centres for the location of shops, leisure facilities and offices o Greater emphasis on accessibility when planning the delivery of public service o Exploiting more contracts, home and virtual delivery of services.
<p>13. Down District Council</p>	<p>The Council believes the points previously made in its submission on the transport proposals laid out within the Draft Sub-Regional Transport Plan 2015 still apply</p> <p>The original points were mainly concerning the three principle towns within the Down District: Ballynahinch, Downpatrick and Newcastle.</p> <p>This response includes recommendations on the requirements for transport regarding Rural Development in Down District.</p> <p>The council comments on problems specific to the towns within their districts such as:</p> <ul style="list-style-type: none"> Traffic Congestion in the town centres local parking Lack of loading / unloading bays Lack of linkage between car parks and town centre <p>RTS team need to assess impact of RPA.</p> <p>The Regional Transport Review needs to consider as a priority what improvements in the current transport infrastructure can be undertaken to remove the dependence on Belfast as being the main area of employment and therefore the main generator of traffic levels into and out of the City</p> <p>The current dependency is having a negative impact on the environment and the quality of life of people who are required to complete long journeys on a daily basis to maintain their employment.</p>
<p>14. DHSSPS</p>	<p>What are your views on the Regional Transport Strategy so far?</p> <p>Timely</p> <p>What is your opinion of our suggested way forward</p> <p>Strategy should not become so strategic that it loses its focus.</p> <p>What are the major challenges for transportation</p> <ul style="list-style-type: none"> Raising awareness of transportation options and impacts Reduction in air pollution associated with transport Increasing sustainable access to public service providers Mitigation and adaptation for Climate Change <p>How should we meet these challenges?</p> <p>Provide basic line data within the new strategy on which to develop SMART objectives and action plan</p> <p>Are there any particular measures which you believe should or should not be included in the revised strategy</p> <p>The Strategy should not be as dependant upon new road building schemes</p> <p>There should be a section on Green Travel Plans and how alternative cross cutting parking policies/employment policies could be used to encourage a move from private vehicles to public transport.</p> <p>Are there any particular equality issues that we need to consider when revising the Strategy</p> <p>NI</p> <p>Are there any particular health issues that we need to consider when revising the Strategy</p> <p>The strategy should contain proposals for working with the Department of the Environment and District Councils to meet National Air Quality Strategy objectives.</p> <p>The Strategy should commit all major road building proposals to a Health Impact Assessment.</p> <p>Are there any other issues the Review of the Strategy should consider</p> <p>The strategy should consider the impact of moving to a zero carbon economy.</p>
<p>15. Buchanan</p>	<p>I understand that you maybe wish to follow the Scottish or Welsh models and leave space for lower Transport Plans, possibly aligned to the new Council Areas, to identify their own transport requirements.</p> <p>Whilst this approach is consistent with delegating planning powers to the Councils this may effectively simply push down the hard work to the next level.</p> <p>This may not be advantageous for a number of reasons.</p> <p>It will require a number of relatively expensive consultancy studies to prepare local Transport Plans with programme detail - as there will be no Transport Planners in the Councils (Planners yes but Transport Planners no).</p> <p>It's sure you will be aware that below the National Transport Strategy for Scotland there were a number of Regional Transport Strategies prepared by consultants.</p> <p>There may be problems in adopting, finding and implementing the local Transport Plans - as there is no currently no statutory basis for them nor clear multi-modal funding mechanism.</p> <p>This has been an issue for transport planning in Ireland for some time - in the North and South.</p> <p>The less transport strategy that I have prepared is a case in point.</p> <p>The contents of the transport plans may vary widely - and not simply because of the differences in urban / rural nature.</p> <p>Depending on the views of local Steering Groups there could be quite different approaches taken to modal balances, urban car restraint or even financial levels.</p> <p>Some transport plans might be effectively bidding documents - simply a list of expensive schemes with only a passing reference to a strategy / plan that might reasonably work towards the objectives in your RTS.</p>

<p>16. Ballymena Borough Council</p>	<p>Broadly endorse the strategy but with a few amendments</p> <p>The Key outcomes should be changed to:</p> <p>Safety of travel Improved efficient movement of freight Improved access to education Improved access to key visitor attractions Reduced impact of transport on greenhouse emissions Built on park and ride facilities already provided Enhancement of road and rail links to BSA</p> <p>Reduction in the use of our ports over the last 4 years should be monitored Lower investment in road maintenance would speed by deterioration in road surfaces</p>
<p>17. Belfast Harbour</p>	<p>No substantive views to make; however they would like to see the importance of the port sector to the overall NI economy is conveyed in quantitative and qualitative means</p>
<p>18. Northern Ireland Transport Holding Co</p>	<p>What are your views on the RTS so far? Vital that investment in transportation continues A revised transportation strategy should deliver positive outcomes, including 1. Improved efficiency and reliability in the movement of people on strategic transport corridors 2. Reduction in congestion 3. Reduction in transport's impact on CO2 emissions and improved air quality 4. Contribution of mobility to economic development 5. Improvements in public safety More integrated approach is essential with reference to land use planning policies Like to see more emphasis from government on promoting public transport, and more ambitious vision in terms of targets for modal shift.</p> <p>What is your opinion on our suggested way fwd? The revised RTS and the delivery plans that sit beneath require a framework of evidence to: establish strategic objectives understand interdependencies and trade-offs between different objectives evaluate transport solutions to the strategic objectives The strategy should set out the model to evaluate economic benefit and VFM and to determine objectives and measures in lower tier plans Any revised RTS must be consistent with the RDS</p> <p>What are the major challenges for transportation? Revised RTS must highlight the ways and areas where transport as a sector is contributing positively to the economy and community Challenges set out as Strategic Objectives, these objectives could include: Enabling transport to enhance the productivity of all sectors of the NI economy reducing congestion and improving journey time reliability across all modes contribute to a reduction in transport CO2 emissions ensuring safety outcomes do not deteriorate as the numbers of journeys rise with increased economic prosperity supporting government policies such as Social Need, Urban Regeneration, and reduction of rural exclusion enabling people to access employment, education etc. ensuring choice to private/individual transport by making available attractive public transport options</p> <p>How should we meet these challenges? More funding for public transport, cycling and walking modal shift towards public transport land use planning policies which encourage a more integrated approach and avoid further population dispersal. Maximum/efficient use of the existing public transport networks, infrastructure and fleet Better use of existing road space Investment in modern vehicle and driving technologies enhancement of public safety</p> <p>Are there any particular measures which you believe should or should not be included in the revised strategy? Bus priority as part of QBC's Increase in number of Park and Ride facilities Car parking policy and tariffs to discourage all day parking strategic land use/zoning policy which facilitates public transport as the easiest most accessible and economic choices</p> <p>Are there any particular equality and health issues that we need to consider when revising the strategy? Rebalancing transport policy and investment towards public transport will have the overall effect of enhancing public health and social mobility and inclusion, creating a fairer society with greater quality of life</p>
<p>19. Sustainable Development Commission</p>	<p>What are your views on the Regional Transport Strategy so far? Review should address the issue of the large volume of people using their car to get to work</p> <p>What is your opinion on our suggested way forward? Like the suggestion to involve communities in setting future transport priorities and outcomes also like the suggestion that Transport plans are aligned to RPA We also believe that the review should look into the prospect of developing a number of 'sustainable travel towns' in Northern Ireland, where best practice models can be put in place and where behaviour change in travel patterns can be studied and the benefits promoted Pilot projects in other regions have proven to be very successful There is also an opportunity for the public sector in Northern Ireland to take a lead role in reducing private transport. Reduction in staff car parking facilities. Also need to tackle cheap city/town car parks Caution when increasing Park and Ride sites, that this only leads to an increase in available parking sites and not a reduction in car use. The SDC notes that Westaghan City Council is the latest authority to consider the introduction of a Workplace Parking Levy for large businesses in the city centre; money collected is used to improve Public Transport .</p> <p>What are the major challenges for transportation? SDC believe all departments and not just DfD have a part to play in setting transport policy. Need to address the issue from Consumer Council Report that 1 in 4 people would not use public transport</p> <p>How should we meet these challenges? We recommend the following policies: Firstly we do support the government's initiatives to promote ultra-low carbon vehicles. The SDC advocates a hierarchical approach to transport: i) Demand reduction ii) Modal shift to more sustainable modes iii) Efficiency improvements iv) Capacity increases only when all the above have been fully applied.</p> <p>So Government should: Promote ways to reduce the number of motorised journeys people have to make: Better spatial planning Promoting travel planning Encouraging home shopping Promoting home-working</p> <p>Improve the efficiency of existing modes introduce congestion charging and road pricing Promote M-sharing Promote the development and growth of car sharing schemes</p> <p>Create an environment in which people can choose more sustainable modes when they do travel: Improve public transport information and service quality Substantially increase funding to create a safe and attractive environment for walking and cycling</p> <p>Are there any particular measures which you believe should or should not be included in the revised strategy? The SDC also believes that Information Communications technology solutions must be integrated further into the RTS.</p> <p>Are there any particular equality issues that need to be considered when revising the strategy? A number of equality issues should remain at the forefront of the review. Central to these should be ensuring fair, equitable and accessible public transport for people living in rural areas, older people in society, and socially disadvantaged communities in urban as well as rural areas.</p> <p>Are there any particular health issues that need to be considered when revising the strategy? Obesity urban areas are also affected by vehicle related air pollution which can contribute to respiratory illnesses. SDC believes that carbon and health impacts should be considered in all transport decisions. we also need to pedestrianise more of our urban areas and reduce car parking to make people</p> <p>Are there any other issues the Review of the Strategy should consider? The SDC believes that in order to have the fullest possible impact, government strategies should be as integrated as possible and avoid repetition or conflict between departmental approaches.</p>

<p>20. Chartered Institute of Highways and Transportation</p>	<p>What are your views on the RTS so far? CHT (H) believes that the RTS has provided an excellent framework for integrated transport across all modes. Lack of Park and Ride facilities on key routes entering Belfast and Quality Bus Corridors to allow a fast efficient public transport service to the centre of the City. Major investment is still required in the road network, in Public Transport and in the facilities needed to support modal shift in the urban areas. CHT is concerned that the level of funding for the routine and structural maintenance of the road and rail network has not been provided either to make up for the shortfall in the years of neglect or to fund the annual needs. While the strategy has produced modest increases in use of public transport and in cycling, these are not creating any significant impact on modal shift and the congestion on roads is getting worse.</p> <p>What is your opinion on our suggested way forward? Concerned that the Department's discussion document identifies issues but lacks detail and clarity on what the Review of the RTS might propose for the way forward. The discussion document does not make it clear whether this is a review of the RTS to the current end date of 2012 or whether it is intended that it will extend the period. CHT would like to see the RTS driven forward with strong leadership and greater emphasis on the following–</p> <ul style="list-style-type: none"> • Reduction in polluting gaseous emissions from transport. • Development of sustainable forms of transport. • Maintenance of the existing road and rail networks • Implementation of the planned improvements to the existing road and rail networks. <p>What are the major challenges ahead?</p> <ul style="list-style-type: none"> • Funding • Capital works • maintenance <p>Reduction in emissions of greenhouse gases Provision of a modern, integrated public transport system Changing people's attitude to travel Provision for an ageing (and potentially less healthy) population Ensuring that transport contributes to healthy life style Increase in the proportion of journeys undertaken on foot or by bicycle Improvement of road safety Provision of more sustainable and efficient alternatives that people will be prepared to use instead of the car Reduction of attractiveness of non-sustainable travel Ensuring that the transportation network and infrastructure can cope with the impacts of changes in climate</p> <p>How should we meet these challenges?</p> <ul style="list-style-type: none"> • Strong leadership and commitment from Government. • Commitment to funding - capital and maintenance work • Promotion of the need for behavioural change. • Reduction of the need for travel / Integration of Land Use and Transport Planning. <p>Are there any particular measures which you believe should or should not be included in the revised strategy? The strategy must recognise that the region has a significant rural hinterland which is also an economic asset through agriculture and tourism. The transport system must continue to ensure that it is inclusive of those with disabilities or with other mobility needs.</p> <p>Are there any particular health issues that we need to consider when revising the Strategy? Air quality and its impact on health Health and safety of younger people Road safety Obesity and the contribution that walking and cycling can make to improved health.</p> <p>Are there any other issues that the Review of the Strategy should consider? Climate change Commitment to monitoring the RTS. Support and encouragement of new vehicle technology Coordination of the strategy with the South NEMP and Strategy 21</p>
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<p>21. Institute of Public Health in Ireland</p>	<p>What are your views on the Regional Transportation Strategy so far? RTS now needs to focus on promoting active travel</p> <p>What is your opinion to our suggested way forward Increasing population trends and the impact of increased private transport is a cause for concern in Northern Ireland. IPH calls for leadership in the development of a sustainable Regional Transport system which will contribute Behaviour changes to reduce the need to travel by private vehicles Reducing greenhouse gases which contribute to climate change Providing options for individuals in terms of their journey patterns Promoting health enhancing behaviours</p> <p>IPH calls for a stronger commitment to looking at the alternatives to cars especially in areas outside the cities of Belfast, Derry, Limerick and Newry. There needs to be a modal shift to more sustainable and efficient modes of transport: Shifting from private motor vehicles to public transport Shifting away from motorised modes to cycling and walking Other options such as park and ride schemes which are designed to reduce private car usage in town centres need to be sited far enough from the city centres to make real benefits. DRD has a key role to play in addressing the current obesity epidemic. IPH calls for DRD to proactively assess any future plans to assess their health impact and potential contribution to addressing obesity in Northern Ireland.</p> <p>What are the major challenges for transportation IPH advocates that transportation providers have a role to play in providing choice of transport modes which in turn influences health outcomes. This link has to be made to ensure that the new transportation strategy impacts positively on health outcomes.</p> <p>How should we meet these challenges? IPH calls for greater coordination between government departments and an acknowledgement in future strategies outlining how they will contribute to improved health.</p> <p>Are there any particular measures which you believe should or should not be included in the revised Strategy IPH believes that maximising the potential health benefits of transport should be at the core of the revised Strategy</p> <p>Are there any particular equality issues that we need to consider when revising the Strategy? IPH recommends adopting a life course approach which would consider the needs of young children through to elderly people. Health inequalities are the differences in health outcomes between different population groups IPH calls for an assessment of how the new Transportation Strategy will impact on such groups to ensure that current inequalities are not exacerbated in the revised Strategy.</p> <p>Are there any particular health issues that we need to consider when revising the Strategy? The health impacts connected to the RTS are multi-faceted Obesity levels in Northern Ireland are a major cause for concern A well planned transport system can facilitate social connections which are important for mental health. Climate change has been identified as one of the biggest public health issues of the 21st Century. A sustainable transport approach which reduces dependency on private transport by encouraging a modal shift to more sustainable travel patterns such as public transport, walking and cycling can help to reduce greenhouse emissions and also improve overall air quality. IPH welcomes the attention given to health in the future strategy and calls for a Health Impact Assessment (HIA) to be undertaken on the draft strategy.</p>
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22. Sustrans

What are your views on the Regional Transportation Strategy so far?
 The review of the RTS is welcome but it is regrettable it has been delayed –
 Worry about the spend ratio of roads v public transport
 Current RTS does not set any clear targets e.g. carbon emissions

What is your opinion or our suggested way forward?
 It is crucial that the Regional Transport Strategy Review results in a strategy that prioritises what Northern Ireland expects from its transport system.
 Priorities should be identified, targets should be set and measures identified that will deliver these priorities.

What are the major challenges for transportation?
 Economy
 Sustainable transport solutions by in improving transport choice and creating local environments that encourage walking, cycling and the use of public transport.
 Invest in walking and cycling
 Explore Sustainable Travel Demonstration Towns

Carbon
 Doing nothing is no longer an option",
 Rising carbon emissions

Health
 Obesity

Social Inclusion
 % that don't own a car
 Addressing travel needs of rural population

How should we meet these challenges?
 Set targets for the percentage of trips made by each travel mode, specifically aiming to reduce car use, set ambitious targets for a growth in walking and cycling and public transport –
 Publish a coherent strategy for growth in walking and cycling, based on experience of what works.
 Commit 10% of transport budgets to walking and cycling immediately
 Set targets to reduce CO2 emissions from transport
 Differ land use planning that improves travel choice and discourages car use and facilitates sustainable travel.
 Create safe, attractive walking and cycling conditions.
 Make 20mph or lower speed limits the norm for residential streets and those used by shoppers, tourists and others, close to schools or public buildings, or important for walking and cycling or children's play.
 Tackle bad driving, through improved driver training and awareness campaigns, backed by stronger and better enforced traffic laws
 Fund a large-scale network of taxi-based public transport services for people living in rural areas.

Are there any particular measures which you believe should or should not be included in the revised Strategy?
 Included in the revised Strategy should be:
 *A smarter travel choices programme
 Funding that incentivises sustainable transport initiatives.

Are there any particular equality issues that we need to consider when revising the Strategy?
 Those that do not have access to a car

Are there any particular health issues that we need to consider when revising the Strategy?
 Obesity

Are there any other issues the Review of the Strategy should consider?
 Monitoring.
 Critical to delivery of government objectives is the setting of targets and monitoring of performance.
 Road Safety.
 Should the Roads Safety Function of Government sit in a different Department as Transport and Roads Service?
 We think it should sit in one department to maximise joined up work towards common targets

Interdepartmental linkages
 It is important that the NI Executive/Assembly works to involve other Departments in the delivery and funding of transport.
 Maximising the democratic process for deciding transport priorities. By this we mean providing working with communities and politicians in decisions that effect transport in their area through localised transport planning and delivery.

23. Rural Community Network (Cookstown)

What are your views on the Regional Transportation Strategy so far?
 Current RTS has not set the strategic direction for transport, and in particular did not set the strategic direction for sustainable rural transport
 The review of the RTS cannot take place in isolation from the review of the Regional Development Strategy and the Investment Strategy for NI.
 We would also have welcomed greater analysis with regards the different context for 'social inclusion' in rural areas.
 We would urge this review to seize the opportunity to think more critically about social inclusion and its interdependence with the development of a sustainable and integrated transport system with the identification of specific and measurable urban and rural outcomes.
 We would also urge greater analysis on the specific challenges facing rural communities and the development of a Sustainable Rural Transport Policy

What is your opinion or our suggested way forward
 We need a Sustainable Rural Transport Policy, which links in:
 Provision of accessible
 Implementation of the Rural White Paper recommendations.
 Local community involvement in the identification of needs and design of relevant local transport services with a focus on improving access to services for people and communities.
 Development of accessible infrastructure such as bus stops and bus stations that are accessible to all forms of transport
 User-friendly information with regards all modes of transport
 A barrier free pedestrian environment
 Explore the potential of combining passenger and goods transport on rural services with good ICT.
 Access to affordable and high-speed broadband across all rural areas to ensure the intelligent use of ICT in delivering demand responsive transport solutions.
 Rural transport is heavily subsidised but there is lack of knowledge and information with regards the level of subsidy and how this is distributed. We need a wider and more informed conversation examining such programmes as the concessionary fares scheme and subsidised rural bus routes to explore if existing resources could be used differently to deliver greater benefit to more people.

What are the major challenges for transportation?
 % of people that don't own a car
 High level of cars on our roads
 Lack of integrated transport
 growth in rural population - placing greater demand on services and more cars on the road
 ageing rural population
 need to reduce carbon emissions to meet the challenge of climate change
 The need to challenge and change attitudes amongst key decision makers. A particular problem continues to be the belief that there is no n transport problem in Northern Ireland, as everyone owns a car.
 use of concessionary fares by those that need it
 % of rural people that use public transport or walk or cycle to work
 lack of access to bus services
 concern for % that don't own a car
 Bus service frequency in rural areas
 Accessible transport for those with disabilities
 % of women who don't have a current driving licence

Are there any particular measures, which you believe, should or should
 To investigate how accessibility planning might be part of the Community Planning process at local government level
 The development of a Sustainable Rural Transport Policy that identifies measurable and specific outcomes for those with access to a car and those who don't.
 Rural & Equality Proofing: all proposals and policies considered for their impact on rural dwellers and particularly those who are most disadvantaged.
 Walking & Cycling Networks
 Maintenance of the SmartPass scheme to enable free travel on community transport schemes for older people
 Consider extending the rural telecommunity transport scheme to facilitate travel to hospital/medical appointments
 a fuel duty differential for rural car owners for whom the car is not a luxury item but an essential element to daily life
 Informal – Develop rural transport information that includes bus, community transport, taxis, demand responsive service
 Inter-Departmental Working: to, for example, school buses being used for demand responsive services out of school hours.
 Transport should be better integrated with land and spatial planning at a local government and departmental level
 The implementation of the Urban Review on the Location of Public Sector Jobs
 Further Research to gather data with regards to: mobility and accessibility of rural dwellers

Are there any particular equality issues that we need to consider when?
 It is critical that a new RTS is vigorously and transparently rural proofed ensuring that a new strategy contributes directly to inclusive and sustainable rural communities.

Are there any particular health issues that we need to consider when?
 Obesity

<p>24. Northern Inland Environment Link</p>	<p>Welcomes decision to review RTS The RTS aimed for a modal shift from car-use to public transport-use, walking and cycling. Unfortunately, but unsurprisingly, this aim is unlikely to be realised. The RTS and related policies have resulted in a transport network that is not fit for purpose in 2009 and beyond. Issues with climate change, obesity, lack of fuel</p> <p>Suggested way forward RTS indicative expenditure figures for transport modes need to be revised significantly if we are to move away from a transport system which is dominated by the car. We call on government to not only significantly improve the RTS but also to review indicative spending priorities for transport and to reassess major road infrastructure projects which have not yet been fully commissioned. The indicative spend figures for transport modes should be urgently revised to ensure that at least 50% of Government investment goes to sustainable transport measures. The transport system must become more integrated – this must include ticketing timetabling and mixed mode provision.</p> <p>Challenges for transportation? Climate Change must now be a key consideration when determining transport policy. Reducing the energy used for transport, by reducing the number of private vehicle journey miles and increasing the efficiency of vehicles reduce transport emissions The use of zero or low carbon fuels, including electricity and hydrogen, could help reduce transport emissions. Changing peoples attitude to travel choice, move away from the car The introduction of 20mph limits could reduce all casualties by 60% and child casualties by 70%. A new rural transport policy is needed which ensures that the problems of the immobile and socially excluded are not analysed or tackled in isolation from the mobile and included within a wider canvas of growing sustainable rural communities that balances environmental, social and economic sustainability and which encourages rural dwellers to use viable alternatives to the car. Incentive and practical schemes are needed for businesses to encourage their employees to use public and active transport</p> <p>Meeting the Challenges NIEL Members recommend that: • A Northern Inland Climate Bill with a Northern Inland specific legally binding reduction target of at least 3% per annum should be introduced. • The EU target of sourcing 15% of all our energy (electricity, heat and transport) from renewable sources by 2020 should be adopted. • The indicative spend figures for transport modes should be revised to ensure that at least 50% of Government investment goes to sustainable transport measures; and, • The new Regional Development Strategy (RDS) should provide the spatial framework for planning in Northern Ireland. The Assembly must show Leadership, reconsider their investment priorities, embrace new Technology and promote Behaviour Change in a serious way.</p> <p>Equality Issues % of people that don't own a car Urban areas are afflicted by vehicle-related air pollution which can contribute to respiratory disease, especially amongst vulnerable groups such as the elderly.</p> <p>Health Issues Climate Change Obesity</p>
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<p>25. Belfast Healthy Cities</p>	<p>A high quality transport system, offering a choice of modes, can help improve health and wellbeing, and also help develop a fairer, more inclusive society by helping to reduce inequalities in health</p> <p>Good transport systems incorporating a choice of integrated modes can support health and wellbeing by:</p> <ul style="list-style-type: none"> Providing access to jobs Opening new economic opportunities through supporting place making Encouraging physical activity and tackling obesity Enabling independence for children and young people Reducing congestion and air pollution Offering opportunities to participate in society <p>What Transport can do? Strengthen intersectoral collaboration Developing policy and action in collaboration with other sectors can help ensure effective and efficient service provision. Improve road safety Strengthen public transport Strengthen active travel links to cover key routes</p> <p>Health impacts of transport? Well planned transport systems can help improve long term health and wellbeing An increasing number and proportion of older peop mean that future systems must consider the needs of non driven and people with limited mobility, to ensure an inclusive society.</p>
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<p>26. Lisburn City Council</p>	<p>What are your views on the Regional Transportation Strategy so far? Local issues raised such as improved road and rail access to and from the area</p> <p>What is your opinion on our suggested way forward DRD need to inform and educate the public to ensure an improved understanding of the economic, environmental and social benefits that efficient and sustainable transportation system can bring to society. Council supports the commitment to link Transport Plans to the Development Plans for the proposed Super Corridors</p> <p>What are the major challenges for transportation? Council considers that one of the biggest challenges is changing the public's mindset to encourage use of public transport walking and cycling, the downturn in the global economy and associated cuts in public spending on infrastructure across Ireland.</p> <p>How should we meet these challenges? Look for private investment RTS needs to be a sound and robust policy document that is compatible with the revised Regional Development Strategy Create emphasis needs to be placed on sustainable transportation in land use and development planning</p> <p>Are there any particular measures which you believe should or should not be included in the revised Strate Local proposed developments Revised RTS should concentrate on sustainability</p> <p>Are there any particular equality issues that we need to consider when revising the Strate The Review needs to address the disparity in wealth, car ownership and access to public transport across Northern Ireland.</p> <p>Are there any particular health issues that we need to consider when revising the Strate Council considers that in developing a revised Transportation Strategy DRD need to recognise the potential environmental consequences of proposed developments.</p> <p>Are there any other issues the Review of the Strategy should consider? Explicit reference is given to proposed local developments Council considers that the RTS has an important role in creating sustainable communities and the Plan must therefore consider all modes of transport and all members of society.</p>
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<p>17. Chartered Institute of Environmental Health</p>	<p>Issues Transport emissions Investment: Roads v Public transport - need to address the imbalance modal shift, cost and reliability should be priorities to encourage people to use public transport % of people that do not own or have access to a car Urban areas affected by transport related air pollution A new rural transport policy is needed which ensures that the problems of the immobile and socially excluded are not analysed or tackled in isolation. A move away from hydrocarbon fuelled private cars may soon become an economic necessity Spatial planning plays a particularly important role in shaping individuals' behaviour with regard to travel and transport. It is, therefore, imperative that a co-ordinated approach be taken when considering land use and transport. Obesity Education of speed limits in residential areas</p>
<p>19. Northern Ireland Tourist Board</p>	<p>What are your views on the Regional Transport Strategy so far? From a tourism perspective it is important that our key gateways and markets are supported by a quality transportation system. We consider that the vision for the RTS should move towards a much more customer focused and demand led approach while continuing to meet its obligations to provide a public transport service. Greater influx of visitors will need to be considered when developing a new RTS</p> <p>What is your opinion on our suggested way forward? It is important that the RTS focuses on connectivity within and between key tourism areas to ensure both ease of travel and facilitate accessibility. more emphasis on connectors to our air and sea ports</p> <p>What are the major challenges for transportation? Demand management will be a key challenge for transportation and that increased visitor numbers has the potential to impact on transport particularly in popular areas or at peak times such as with seasonal demand. we would encourage an approach that ultimately considers both visitors and local users in terms of the potential market they represent for transport services</p> <p>How should we meet these challenges? NTB would advocate that benchmarking with how tourism is being considered within Great Britain and the Republic of Ireland is undertaken. The NI transport strategy should also take into account any implications for NI from the Republic of Ireland's transport plans.</p> <p>Are there any particular measures which you believe should be included in the revised Strategy? We would welcome that additional measures for tourism are included. We welcome that the strategy highlights that consideration is given to including a measure on improving sustainable access to key visitor attractions.</p> <p>Are there any particular equality issues that we need to consider when revising the Strategy? NTB is keen to ensure that tourism is spread regionally through Northern Ireland so that benefits can also be spread.</p>
<p>20. Community Relations Council</p>	<p>General Comments The Review Strategy fails to acknowledge sectarianism and segregation as a barrier to accessing travel options and destinations. There is little or no recognition of the role of transport in terms of connecting communities that are segregated Concern over the ratio of spend for roads v public transport</p> <p>Challenges Budget constraints will impact on the level of transportation development and investment. New sources of investment need to be found need to improve public perception of the safety of travel Increased number of vehicles leading to congestion and pollution</p> <p>Meeting the challenges CRC supports investment from developers in terms of promoting and maintaining shared spaces, and we would support a similar approach for the development and maintenance of travel routes and transportation in deprived and disadvantaged areas. The onset of the Review of Public Administration and the transfer of specific powers to local government offer an opportunity for the development of local plans that will address ongoing issues of inter and intra-community division which continue to shape the structure of life here. Integrated thinking, reduced travel, better timetabling</p> <p>Equality Issues Equality is central to the whole range of public policy decision making process - from the initial planning and development stages through to the implementation, monitoring and review of the development (in this instance the Regional Transportation Strategy Review). CRC asks for confirmation that the ERIA process will be mainstreamed into the ongoing Review.</p>
<p>21. Belfast City Council</p>	<p>What are your views so far? The increased expenditure on roads will not encourage a modal shift away from the car to public transport Concern over average morning peak bus speeds in the city</p> <p>What is your opinion or suggested way forward? Belfast Council have identified a number key objectives in its transport policy as a suggested way forward transport policies which improve connectivity and encourage modal switch right the imbalance in spend of roads v public transport promote the positive effects of sustainable travel promote the positive benefits of travelling by public transport The rest are Belfast related improvements</p> <p>What are the major challenges for transportation? Make public transport as accessible, attractive alternative to using the car The other challenges listed relate to Belfast specifically</p> <p>How should we meet these challenges? Close integration between the RTS and RDS recommend a Sustainable Transport Corridor Approach as required by SPG - BMA 3 in the RDS Major strategic improvement of current public access links are required throughout NI Major significant investment in modal shift from the use of the private car to public transport develop integrated transport</p> <p>Are there any measures you believe should or should not be included Specific planning guidance linking transport and air quality need to be considered Need to develop the gateways into the city look at interface areas, remove the fear of travelling to specific area depending on your region</p> <p>Are there any particular equality issues that need to be considered? Have a good quality affordable public transport system to assist those that don't own or have access to a car Addressing the interface areas to make travel throughout Belfast safe Promote the idea of "Shared Spaces"</p> <p>Are there any particular health issues that need to be considered? Increase in traffic volume has led to increased air pollution Local councils should work more closely with Government Offices to try and improve air quality e.g. specific planning guidance linking transportation and air quality Low Emission Zones (LEZ) - Cleanest road vehicles allowed unrestricted access</p> <p>Are there any other issues the Review should consider? As mentioned previously</p>

<p>32. Energy Saving Trust</p>	<p>General issues For a transport strategy to be sustainable it needs to have</p> <p>All aspects coming together into holistic strategy with the interaction between activities factored in, rather than a separate plan developed for each site of activity Investment in infrastructure is important but it must occur in a way which aims to reduce emissions rather than increasing them, for example through: - Reducing congestion - Providing recharging infrastructure for advanced low carbon vehicles such as electric cars. - Providing safe cycle and foot paths to train stations and provide appropriate cycling facilities at train stations. - Integrating infrastructure investment with land use development to ensure that new developments have low carbon transport options factored into their location and design. - Encouraging use of public transport through means such as providing fast lanes for buses.</p> <p>A roadmap of activities to be undertaken at different steps with clear targets for each step. Some aspects of a sustainable transport strategy are able to be implemented relatively quickly, such as maximising fuel efficiency from conventional vehicles, while some will require significant investment and planning, such as mainstreaming uptake of low carbon vehicles. Possible actions for consideration in the Regional Transportation Strategy include: - A public engagement strategy to increase awareness among individuals and businesses of how their travel choices affect their carbon footprint and their costs. - Support for the Energy Saving Trust Smart Driving programme. - An assessment of the barriers to active transport and the investment needed to encourage greater uptake of active transport. - Increased investment in public transport to ensure that it is a viable, attractive choice. - A review of planning practice to ensure that the Planning Policy Statement of 2005 has led to better integrated transport and development planning. - A long term plan for the mainstream uptake of advanced low carbon vehicles. - Use of the transport fleet of the NI Government and public sector to lead the way in low carbon transport.</p> <p>Encourage and promote Smart Driving Include a policy of engaging with individuals and businesses to ensure that they understand how their travel affects their carbon footprint and to assist them to make appropriate choices. The Energy Saving Trust currently run a number of programmes in England, Wales and Scotland to encourage businesses and individuals to make more sustainable transport choices. We would be happy to speak with the Department of Regional Development about the possible provision of these programmes here.</p>
<p>33. Quality Products Association NI</p>	<p>General The revised strategy should be much shorter and succinct than the existing one focusing on delivering key schemes that:</p> <ul style="list-style-type: none"> • Have a focus on joining up our ports and airports with industrial centres • Reduce carbon emissions from Northern Ireland Transport. • Increase Northern Ireland investment in transport to levels experienced other regions of the UK and Europe. • Improve road safety in order to reduce the unacceptably high levels of road deaths in Northern Ireland. <p>Views so far Significant progress has been made over the last three years through increases in investment and delivery of such road schemes as the M1 Walsby Link/ M2 upgrade. However despite this our investment in transportation still falls far behind our main competitors in other UK regions and Ireland Levels of maintenance in our roads network fall short of what was recommended in the Snaith report. Existing strategy focused on funding mechanisms rather than strategic outcomes. It lacks clear integration with planning policy.</p> <p>Views on the way forward Other strategic road schemes need to be progressed need to look for alternative funding sources Need to reduce our carbon emissions</p> <p>What are the main challenges and how do we meet them? need to see more investment into road and rail need to see investment into public transport to increase use</p>
<p>34. NI Cycling Initiative</p>	<p>What are your views on the Regional Transportation Strategy so far? Current policy has brought us no closer to being sustainable GHG emissions have risen considerably Concern over spend ratio roads v public transport Lack of funding for Active Travel</p> <p>What is your opinion or our suggested way forward? Manage travel demand for example introduce car parking charges for all public sector employees identify expenditure to maintain what we currently have</p> <p>What are the major challenges for transportation? Immediate challenge is current economic climate Long term are GHG emissions and preparing for Peak Oil</p> <p>How should we meet these challenges? will only be dealt with by concerted action from all strands of government, the private sector, and the general public. We believe that all 3 can be tackled together, and significant headway achieved, by a greater focus on public transport and active travel. As for freight, we would like some of it at least to be transported by rail.</p> <p>Are there any particular measures which you believe should or should not be included in the revised Strategy? We would like Northern Ireland to follow the lead of England in setting up Sustainable Travel Towns and/or cycling demonstration towns We have called for a target of 10% for cycling trips by 2020 in Belfast.</p> <p>Are there any particular equality issues that we need to consider when revising the Strategy? We believe that more could be done to represent the interests of children and young people</p> <p>Are there any particular health issues that we need to consider when revising the Strategy? We would suggest that any health issue, in any way related to transport, would have to be considered. This would best be done in association with people from a health or social science background.</p> <p>Are there any other issues the Review of the Strategy should consider? we would like to see Road Safety brought under the same management structure as those designing the roads. We believe that cycling levels can be greatly increased, with excellent benefits in fields other than transport, such as Health and Environment. Consequently, other departments should make significant contributions to initiatives to assist growth in cycling, just as the Department of Health has done in England.</p>
<p>35. Royal Institute of Chartered Surveyors</p>	<p>General Transport emissions need to be reduced through a two pronged approach: the reduction of the emissions footprint and by addressing the spatial relationship between the use of land and transport infrastructure. An increase in alternative fuel sources would go some way to reducing carbon emissions but must be coupled with a fundamental shift in transport modes, mainly to public transport, walking and cycling. RICS believe all transport modes are legitimate options of travel but advocate a modal shift to public transport, cycling and walking RICS consider that any future Regional Transportation Strategy (RTS) must be developed in conjunction with the new Regional Development Strategy (RDS).</p> <p>Major challenges Any new transportation strategy faces a number of challenges: - We must move away from reliance on the private car and encourage greater use of more sustainable forms of transport. - Longer term planning is also required in terms of public transport. - Ensuring the delivery of proposals which have been made to improve North-South infrastructure with the development of a common chapter in the Irish Government's National Development Plan (NDP), which was followed by proposed investment of €400 million. - Ensuring co-ordinated services with proposed increased capacity of local government - Transport provision in rural areas and providing access to services. - Developing transport plans on a North-South, East-West, European and global context - Establishing a long-term vision for transportation given the current public expenditure constraints;</p>
<p>36. Construction Employers Federation</p>	<p>CEF welcomes the opportunity to comment on the Regional Transportation Strategy Review need to address the many years of underinvestment in transport infrastructure. Current inadequacy of the maintenance budget. The Federation fully supports this view. We believe that the cost of repairing or eventually replacing inadequately maintained roads far outweighs the cost of proper maintenance.</p>

37. Prof Austin Smith

What are your views on the RTS so far ?
 The RTS as originally conceived represented a major step forward for transport planning in Northern Ireland.

What is your opinion on our suggested way forward
 The concept of a high level revised strategy makes sense if consistent and compatible priorities are adopted and reflected in the goals/objectives of such a strategy.
 The proposal to revise the Transport Plans to detail the schemes required to implement the policies set out by the revised Strategy appears naive

What are the major challenges for transportation
 Ensuring NI meets its contribution to national commitments on greenhouse gas emission
 Achieving any significant reduction in its unripe level of car dependence
 Securing funding
 Liberalisation in the planning system in the last year
 Demonstrable political leadership
 Adequate high level technical leadership and skill

How should we meet these challenges?
 Develop a robust and coherent strategy which has legally binding commitments by Government to achieve specified outcomes

Are there any particular measures which you believe should or should not be included in the revised Strategy?
 In general the projected balance of spending suggested in this document will not secure key objectives

Are there any particular equality issues that we need to consider when revising the Strategy?
 Equity in access to opportunities between those with and without access to car

Are there any other issues the Review of the Strategy should consider?
 External links and the potential for higher speed rail links based on a UK and Ireland framework for assessment.

38. Institute of Civil Engineers

What are your views on the RTS so far ?
 Welcomes the review and endorses its purpose
 Glad to see the investment in Strategic Routes, concerned that Public Transport has not had its proposed allocation
 Concerned over the lack of funding for road Maintenance

What is your opinion on our suggested way forward?
 revised RTS should include objectives
 Would like to see funding and delivery aligned
 Maintenance funding should be ring fenced

The ICE would like to see the following issues addressed:

- School Travel Plans
- Innovation and investment within transportation
- Co-ordination of planning and transportation and land use.
- The Green Agenda
- sustainability
- climate change and carbon reduction
- lessons learnt on the RTS to date

What are major challenges for transport?
 Behavioural change
 RTS should support the RDS
 If the strategy correct
 Security of energy supply. ICE is concerned that oil prices could spiral upwards in the future and that this could mean that, if our strategy is car dependent, NI will be exposed as we currently have no alternative. ICE would like to see a balanced approach to the provision of transport that includes all forms of transport – we should spread the risk, we ought not to “keep all our eggs in one basket”.

Other challenges include:
 Meeting our obligations to reduce carbon emissions and address climate change.
 Supporting the objectives contained in the revised RDS.
 Funding for maintenance and capital programmes must be secured and ring-fenced.
 Competing priorities for available funding.
 Obtaining public support for the strategy.
 Managing public expectations

How should we meet these challenges?
The ICE feels that the Department should meet these challenges in the following ways:
 Develop a suitable strategy for the short, medium and long term. The strategy must be flexible, capable of being changed as the environment or financial situation changes.

There should be clarity surrounding responsibilities for delivery of the strategy.
 Adequate funding must be secured to achieve the objectives as set out in the revised RTS.
 Other measures should include, workplace charging for “free” car parking, carbon accounting, flexible employment (home based one day per week), new initiatives which encourage behavioural change.
 The ICE believes that the Assembly must show leadership through both policies and example within the Civil Service and wider Public Service ie Council Staff, etc

Are there any particular measures which you believe should or should not be included in the revised Strategy?
 Traffic growth has outstripped expectation – problems are occurring in the networks that have not been anticipated; how is this to be addressed both currently and in the future?
 ICE suggests that the Department needs to be aggressive in its funding of public transport, encouraging/demanding behavioural change using the carrot and stick approach and to
 The effective use of technology – intelligent traffic management systems e.g. improved information for users which must be accurate and timely. The ICE notes the very successful advance warning notices given to road users during the West Link Contract.
 Clarity and security of funding

Are there any particular equality issues that we need to consider when revising the Strategy?
 The ICE recognises the difference in the urban and the rural user – the strategy must address these issues separately.
 The low use of Public Transport leads to increased fares which disadvantage both rural users and lower socio-economic groups.

Are there any particular health issues that we need to consider when revising the Strategy?
 The ICE recommends that the new strategy should consider issues such as obesity, traffic speed, vehicular type, noise, air quality, etc which should influence certain areas of the strategy.

Are there any other issues the Review of the Strategy should consider?
 The discussion document does not mention transportation by air or sea. Have these been deliberately excluded?
 The extension of George Best Runway (etc) – contentious issues which are foreseeable and should be addressed
 Rail links to the airports should be addressed.
 Coordination with network managers south of the border – particularly the current cross border impact on road traffic due to the currency rate.
 Specific and ongoing pinch points, such as, at Moira, which in the evening almost backs onto the M1 Southbound and Sproufield/Blaris M1 morning traffic.
 Investment in Research and Development.
 A programme to complete this Strategy Review.