



Regional Transportation Strategy 2002-2012 Annual Monitoring Report 2004-2005

Initiatives Monitoring Table – Departments Other Than Regional Development

OTHER DEPARTMENTS INITIATIVES: MONITORING

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2005
Transport Related Initiatives		
<p>(i) The Rural Development Council will liaise with the Rural Transport Fund and local partnerships to ensure a co-ordinated and complementary approach to transport issues, particularly rural isolation. This will be undertaken through the Access to Services priority of the 'Local Regeneration Programme' in respect of the Regional Transportation Strategy for Northern Ireland 2002 – 2012 promotion of mobile solutions, innovative use of Information Communications and Technology in service delivery and/or joint provision of rural services.</p>	DARD	<p>On 30 April 2003, the Rural Development Council launched a rural transport initiative funded through the Rural Development Programme. This initiative aims to provide low cost accessible transport to registered groups and individuals. For many people this affordable and demand-led service ensures that they attend vital engagements such as doctor & hospital appointments. Patrons are collected at their home, taken to their appointment and taken home after their treatment. This service is sensitive to individual needs and trained drivers take care to ensure the comfort and well-being of their members.</p> <p>The number of rural transport projects which have received Programme for Building Sustainable Prosperity funding under the "Access to Services" measure remains at nine.</p> <p>RDC are certain that this provision in rural communities promotes social inclusion.</p>
<p>(ii) Education and Library Boards will be considering how staggering of school opening and closing times can best be taken forward to make better use of Board vehicles and public transport. This would apply mainly to public transport routes in urban areas.</p>	DE	<p>Some schools currently stagger their opening and closing times through locally agreed arrangements between schools in the same locality. This works well and Education and Library Boards continue to encourage schools to introduce voluntary arrangements.</p>

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		This issue will be considered further as part of the wider review of the home to school transport policy currently being carried out.
(iii) DE and the Education and Library Boards will contribute to the School Travel Advisory Group and the Safer Routes to Schools Initiative being taken forward by DRD.	DE	The Department of Education continues to support the Safer Routes to Schools Initiative with the provision of infrastructure at the 6 pilot schools. The pilot schools are at various stages of producing their individual School Travel Plans. Procedures are now in place for extending the initiative across a number of schools in Northern Ireland.
(iv) A Taskforce on Employability and Long-term Unemployment has been established under the Programme for Government to progress action on employability and reduce long-term unemployment. The Taskforce has representation from across Northern Ireland Government Departments, the Northern Ireland Office and the Equality Commission. Its Terms of Reference include engaging with others to seek their views on how obstacles to employment (including lack of access to transport) might be overcome; analysing the factors which make individuals and groups employable and the obstacles faced by those who are economically inactive; and reporting on how current actions might be improved. The Taskforce is committed to preparing an Action Plan which will integrate actions across Government Departments and Agencies.	DEL	<p>The Report of the Taskforce on Employability and Long-Term Unemployment was published in December 2002. This Report contains some forty recommendations and twelve action points affecting most Government Departments and addresses obstacles to employability including issues pertaining to transport.</p> <p>The Taskforce produced a First Review and Progress Report in December 2004. The Report, which can be found at www.delni.gov.uk sets out what has been achieved to date and set priorities for action over the coming months.</p>

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<p>(v) DETI will contribute to the accessibility objective of the Regional Transportation Strategy by working with DOE Planning Service, DRD and others to identify sites on Key Transport Corridors and close to public transport nodes suitable for strategic employment locations and new business park developments.</p>	<p>DETI</p>	<p>Work on this is being processed via an inter-Departmental Group chaired by DETI and involving DRD, DEL, DOE and Invest NI. As acknowledged in the RDS, an important factor in seeking to identify suitable sites for SELs will be the availability of Invest NI land holdings. Invest NI has recently carried out a review of its property policy and is in the process of developing an acquisition and disposal strategy in line with the SIB's Investment Strategy for NI. Before finalising policy on the location of SELs it will also be necessary to consider wider developments such as outcomes from the Review of Public Administration.</p> <p>Invest NI is working with DOE Planning Area Plan teams to identify suitable land for employment opportunity. The approach adopted by DOE includes the preparation of Urban Capacity Studies which aim to identify brownfield and other development sites within current development limits of the Belfast Metropolitan Area and the other main hubs currently under examination. Other larger sites are also identified on the basis of, inter alia, proximity to key and link transport corridors.</p>

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Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2005
(vi) DETI will contribute to the environmental objective of the RTS where appropriate and practicable. In consultation with DOE Planning Service and DRD Roads Service, consideration will be given to the incorporation of green transport measures into outline planning applications and associated transport strategies for new business park developments.	DETI	Invest NI has included provisions for Green Transport Plans in planning strategies for Global Point Forth River Business Park, at the former-Mackies site, and at other Invest NI sites where appropriate.
(vii) The Government has commissioned a strategic review of NICS office accommodation which will include an examination of the scope for decentralisation of Civil Service jobs taking account of a range of factors and relevant policies, including the number of jobs already in an area in relation to the local workforce, equality of opportunity, New Targeting Social Need, the Regional Development Strategy, business efficiency, service delivery and cost. The consultants undertaking the review are due to produce a final report by end June 2002.	DFP	The Minister approved Workplace 2010, a Strategic Development Plan for the NICS office estate, in February 2004. It recommends the rationalisation of the office estate through the use of open plan and flexible working and by so doing introduces substantial flexibility into the portfolio. This, along with the delivery of Workplace 2010 on a phased basis, as proposed in the outline business case, prepares the ground to enable the NICS to respond quickly and positively to future decisions on dispersal and the outcome of the Review of Public Administration. On the issue of equality and TSN a screening exercise has already been completed and a full Equality Impact Assessment will be carried out once a detailed programme of work has been developed.
(viii) Following the Working Group under the joint chairmanship of DFP and the Economic Policy Unit established to oversee the review of the use of Public	DFP & OFMDFM	The Policy Framework for Public Private Partnerships in Northern Ireland was published on 19 February 2003.

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<p>Private Partnerships in helping to address the infrastructure investment deficit in public services, new structures have been put in place and a new Strategic Investment Programme to address infrastructure deficit has been announced.</p>		<p>The new management, policy and budgeting structures recommended by the Working Group are now bedded in to help to ensure that we make the best use of PPP and provide the necessary support to our Departments. These include:</p> <ul style="list-style-type: none"> • the Strategic Investment Board (SIB), established in April 2003, has a key role in providing advice on a public sector investment strategy for Northern Ireland working closely with Departments in the development of significant PPP projects. The SIB published the first draft Investment Strategy for NI 2005-2015 (ISNI) in December 2004. This is fully consistent with Priorities and Budgets, but sets out a longer-term view of investment covering a 10-year period. The SIB is currently working to finalise the ISNI following responses to consultation. The draft ISNI sets out plans to deliver £16bn of investment in key infrastructure and is based on recognition of the need to make best use of the opportunities presented by developments such as RRI and PPPs, along with capital budgets, to address the needs of NI for better public services after a lengthy period of under-investment.; • the Public Private Investment Unit (PPIU), established in May 2003, advises Ministers on the

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		<p>development and co-ordination of PPP policy and monitors and evaluates its implementation. PPIU also has an oversight role of the SIB and provides a secretariat for the Advisory Council on Infrastructure Investment;.</p> <ul style="list-style-type: none"> • the Advisory Council on Infrastructure Investment (ACII) was set up in February 2004 to provide a forum through which key stakeholders have an ongoing and meaningful influence on developing best practice in regard to Public Private Partnership (PPP) policy development and procurement; and • the Strategic Investment Programme amounting to £2.7bn, announced in May 2002, provides for a major increase in the level of capital investment in public services, with the objective of improving services to the public.
<p>(ix) A transport strategy is currently being developed in support of a proposed Environmental Policy to minimise the environmental impact of transport within, to and from Trusts, Boards and Agencies. The strategy will encourage the use of public transport, the sharing of vehicles, environmentally friendly transport alternatives and the reduction of unnecessary journeys. The potential environmental implications of</p>	<p>DHSSPS</p>	<p>The Draft Regional Transport Services Strategy: Access to Health and Social Services is currently out for consultation with a return date for comments of 6 June 2005.</p> <p>The DHSSPS have just completed a consultation process with regard to introducing a Controls Assurance Standard for the Management of Fleet and Transport,</p>

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<p>any changes to levels of vehicle emissions and traffic congestion, together with the opportunities to use public transport as a commuting option, will be taken into account in considering the locations of new buildings and lease properties.</p>		<p>with the view of issuing to all health organisations in 2005/06.</p> <p>A number of Trusts have been meeting with Roads Service to develop a mechanism for introducing Site Specific Engineering Advice to their sites with a view to encourage the development of Workplace Travel Plans.</p>
<p>(x) A Consultation Document containing proposals for a Local Air Quality Management Bill for Northern Ireland was issued in October 2001. Consideration has been given to the responses to the Consultation Document and to the content of the proposed Bill. The new legislation is expected to be in place before the end of the summer 2003.</p>	DOE	<p>(x) In January 2003 a legal framework for air quality management came into effect in Northern Ireland with the passing of the Environment (Northern Ireland) Order 2002. Policy guidance (LAQM.PRGNI(04) on Local Air Quality Management Progress Reports was issued by the Department in November 2004. The Department published in March 2005 its latest report on Air Quality Monitoring in Northern Ireland for the year 2003. A summary pamphlet of the report has also been published.</p>
<p>(xi) Local authorities are currently reviewing/assessing local air quality as the basis for identifying problems from all sources, including transport, in a process being managed by DOE.</p>	DOE	<p>25 of Northern Irelands 26 Councils have now completed the first round of review and assessments. Nine Councils have identified areas where objectives may not be met of which eight have declared Air Quality Management Areas (AQMAs). In two of these areas, Belfast and Derry the main source of the emissions is attributed to road traffic.</p>

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<p>(xii) DOE is to examine the feasibility of a 'netting-off' project whereby a portion of the revenue from fixed penalties for speed-related road traffic offences would be used to permit greater use of enforcement technology eg, speed and red light cameras.</p>	<p>DOE</p>	<p>The contract to produce a Business Case for a NI Scheme was awarded to PA Consulting Group in September 2001. A collision history analysis was completed in January 2002 with the co-operation of the PSNI and DRD Roads Service, which enabled the identification of appropriate sites for speed surveys. The main recommendations in the Business Case for a NI scheme were approved in June 2002 and subsequently the Department wrote to the NIO requesting them to pursue the introduction of a Safety Camera Scheme for Northern Ireland. The NIO subsequently established a partnership involving the NIO, PSNI and NI Court Service to implement and manage a pilot scheme in Northern Ireland.</p> <p>The Safety Camera scheme commenced on 1 July 2003. Phase 1 of the scheme, which includes 80 sites/routes for mobile enforcement and 4 fixed sites is complete.</p> <p>The operation of the safety camera scheme is now a matter for PSNI.</p>
<p>(xiii) Having completed a public consultation, the DOE will prepare, by March 2003, detailed legislative proposals for mutual recognition of driving disqualifications between Great Britain and Northern</p>	<p>DOE</p>	<p>The Road Traffic (Driving Disqualifications) (NI) Order 2003 was made in November 2003 and came into force, in line with Great Britain, on 11 October 2004 by means of a Commencement Order. This means that driving</p>

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Ireland (subject to progress on parallel legislation in Great Britain).		disqualifications imposed by any court in United Kingdom are now recognised both in Northern Ireland and in Great Britain.
(xiv) DOE will agree and publish, by summer 2002, a Northern Ireland Road Safety Strategy to 2012, taking account of responses to the Consultation Document issued in May 2001.	DOE	<p>Progress towards achieving the strategic objectives and the casualty reduction targets set out in the Road Safety Strategy are monitored regularly by two inter-departmental and agency implementation groups, the Road Safety Review Group, which reports to the Road Safety Steering Group.</p> <p>The first Annual Report for the period from publication in November 2002 to 31 December 2003 was published on DOE Road Safety website in November 2004. The Annual Report highlights measures that have been implemented or on which significant progress has been made and which are seen as having a substantive and positive impact in contributing to reducing road traffic casualties in NI. It demonstrates an 18% reduction (from the average for the period from 1996 – 2000) in the number of people killed or seriously injured and a 31% reduction (from the average for the period from 1996 – 2000) in the number of children killed or seriously injured.</p> <p>In March 2006 a review of the progress made in delivering the measures highlighted in the strategy and</p>

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		<p>in achieving its objectives and targets will be carried out.</p> <p>All aspects of the strategy, including the casualty reduction targets, will be reviewed at three-yearly intervals to ensure that it remains dynamic by allowing continuous reappraisal of the targets and the effectiveness of the key measures introduced to deliver them.</p>
<p>(xv) The DOE Planning Service aims by the end of 2005 to have full coverage of contemporary Development Plans that meet the needs of individual or groups of local Council areas in Northern Ireland. In accordance with the Programme for Government these plans will help give effect to the Regional Development Strategy, Planning Policy Statements and the Regional Transportation Strategy by promoting sustainable development, integrating land use and transportation, supporting economic development, achieving social progress and targeting social need.</p>	<p>DOE</p>	<p>Following careful consideration and with the agreement of Angela Smith MP, Minister for Environment , Planning Service decided to concentrate resources, for a period of time, on the operational side of the business, that is, the processing of planning applications. The Planning Service commitment to the Ards/Down and Magherafelt Area Plan processes has been protected and the Ards/Down inquiry begins in May 2005. Magherafelt Plan should reach this stage in 2006. The Draft Belfast Metropolitan Area Plan was published in November 2004. Craigavon Town Centre Boundaries and Retail Designations Plan – Issues Paper was published March 2005. Northern Area Plan is awaiting clearance for publication in May 2005. However, progress on the remaining area plans currently under review will be slower than intended.</p>

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<p>(xvi) To complement and integrate the strategic planning guidance provided by the Regional Development Strategy, the locational policies contained in Development Plans and the transportation initiatives proposed in the Regional Transportation Strategy</p> <p>The Environment Assembly Committee published a report in September 2001 following its public enquiry into school transport. The Committee has made a large number of recommendations affecting the responsibilities of the Department of the Environment, Department of Education and the Education and Library Boards, Department for Regional Development and Department of Employment and Learning. The Departments concerned are currently considering these. Many of the recommendations would have major cost implications for public transport services. A</p>	<p>DOE</p>	<p>DOE Planning Service published the final version of Planning Policy Statement 3 (PPS3) in February 2005. PPS3 sets out the Department's planning policy for vehicular and pedestrian access, protection of transport routes, transport assessments, and parking provision.</p> <p>In February 2005 , as part of the revision of PPS3, Planning Service also published parking standards, including guidance for cycle parking provision, as a stand alone supplementary guidance.</p> <p>DRD and DOE jointly produced public consultation Draft Transport Assessment Guidelines for Northern Ireland to ensure that the transport impacts of development proposals are assessed in a systematic manner to help achieve more sustainable travel patterns.</p> <p>DOE is responsible, in consultation with affected departments and agencies, for carrying out a full analysis of the costs, benefits and risks involved in implementing the recommendations contained in the Environment Committee's report.</p> <p>An initial cost-benefit assessment of the Inquiry's recommendations was published in Nov 2003. The Department is currently carrying out a more detailed high level economic appraisal of the four key Inquiry recommendations: requiring seat belts; abolishing the '3 for 2' seating concession; introducing 'no standing', and</p>

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significant amount of work will be required to assess the likely road safety benefits before decisions could be taken.		requiring buses to use improved signage and lighting. The appraisal will assess the costs, benefits and risks involved in implementing these measures. It is expected that it will be published in Autumn 2005.
(xvii) DOE intends to introduce Public Service Vehicles Accessibility Regulations in 2002/03 to set technical standards for wheelchair access and other features to help disabled people when they use buses and coaches.	DOE	The Public Service Vehicles Accessibility Regulations (NI) 2003 were made on 23 January 2003 and came into operation on 30 April 2003.
(xviii) DOE intends to carry out a review of the arrangements for taxi licensing in Northern Ireland, when resources permit. Any review could include consideration of re-introducing a taxi-driving test.	DOE	A consultation document was published by the Department on 18 March 2005 which contained wide-ranging proposals aimed at improving and modernising taxi regulation in an effort to reduce the level of illegal taxing and to assure the travelling public of their road and personal safety when they use a licensed taxi or private hire vehicle. Also included are proposals for the licensing of taxi booking firms, making taxis more available to disabled and elderly people by increasing the number of accessible vehicles and affording operators the opportunity to provide flexible transport services in local communities. Other proposals include regulation of taxi fares to facilitate greater competition in the public hire sector coupled with measures to make fare charging more transparent to customers. New driver licensing requirements are proposed such as the

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		<p>re-introduction of a taxi driving test for new applicants as well as training requirements for new and existing drivers which will include disability, equity and awareness training.</p> <p>The consultation document is available at www.doeni.gov.uk/roadsafety. The closing date for responses is 24 June 2005. Subject to the outcome of the public consultation, the Department intends to promote a new Taxi and Private Hire Vehicles (NI) Order which will give effect to the proposals. It is planned that the new Order will be in place by end 2006.</p>
<p>(xix) DOE intends to carry out an examination of what steps can be taken within the existing legislation to improve the licensing regime for taxis. It is planned to consider the introduction of a system of plating for all licensed taxis and to carry out a review of the fare structure of Belfast Public Hire taxis.</p>	<p>DOE</p>	<p>In August 2002 DOE issued a consultation document setting out the proposals to introduce a system, which would require all public service vehicles, licensed as taxis to display taxi licence plates. The overall response to the proposals was positive and Ministerial approval was given in January 2003 allowing the Department to introduce the Taxi Plating proposals by way of subordinate legislation.</p> <p>Taxi plating was successfully introduced in November 2004. The number of vehicles now properly licensed as taxis has increased sharply and this is due not only to the introduction of taxi plating and the associated publicity campaign but also to the success of DVTA's dedicated Taxi Enforcement Team.</p>

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		A revised fare structure for Belfast public hire was introduced in December 2004.
(xx) DSD has prepared a draft strategy paper which proposes a series of measures for reinvigorating town centres in Northern Ireland. A key objective of the draft strategy is to make town and city centres places of economic and social activity that will contribute to the renewal of disadvantaged neighbourhoods.	DSD	Following the completion of the consultation on the Equality Impact Assessment of the draft strategy in April 2003, DSD decided that the strategy needed to be substantially updated to take account of developments during the delays in its development. A revised strategy has been drafted and the Department hopes to publish it during 2005.
(xxi) PSNI will maintain an education and enforcement campaign, including the use of technology such as speed detection devices (eg, speed cameras, in-car camera systems), roadside preliminary and station-based evidential breath testing equipment, and roadside computer tachograph analysers to detect and record traffic offences, to enhance road safety and make the roads of Northern Ireland safer.	PSNI	<p>The major causes of death and serious injury on the roads of Northern Ireland are (1) Excess Speed, (2) Drink/Drugs-Driving, (3) Careless/Dangerous Driving, (4) Failing to Wear a Seat belt. During 2004 the Police Service of Northern Ireland detected 21,207 motorists driving substantially in excess of the speed limit, 4,423 motorists for drink driving, 7,866 motorists for careless/dangerous driving and 21,662 people for failing to wear their seat belt. 13,986 motorists were preliminary breath-tested for alcohol at the roadside.</p> <p>The Police Service continues to be concerned at the increasing trend in recent years of motorcycle fatalities. Operation Bikesafe, which was launched on 6 May 2003, at the NW200 circuit, continued in 2004 with 305</p>

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		<p>motorcyclists applying for Bikesafe 'ride-out' assessments conducted by Police advanced motorcyclists. 244 assessments were completed along with a further 67 from 2003. A total of 281 of which were successful.</p> <p>On 21st January 2004 DOE and the Police Service launched a new anti-drugs driving campaign called 'Smashed'. This is led by a new television advertisement from DOE and supported by the Police Service which now has a number of officers trained in Drug Influence Recognition/Field Impairment Testing techniques. During 2004 the Police Service detected 136 motorists driving unfit due to drugs, an increase of 54 on 2003.</p> <p>On 1st July 2003 the Police Service of Northern Ireland and the Minister of the Environment launched the Northern Ireland Safety Camera Scheme. Via the Scheme speed cameras, both fixed site and mobile, are deployed on roads with a high incidence of speed related collisions and an identified speeding problem. All speed enforcement sites and routes are signed in advance with speed camera signs and their locations are published on the safety camera website, which is accessible via the Police Service website at www.psnl.police.uk. The launch of the Scheme was accompanied by three new television anti-speeding advertisements which continued to be screened during</p>

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		<p>2004. The message of the Safety Camera Scheme is 'We want to stop you speeding ...not catch you speeding.'</p> <p>On 7th June 2004 and following an initial analysis of the Safety Camera Scheme, the Police Service announced that safety cameras had contributed to a 27% reduction in the number of people killed and seriously injured on those roads where they are used.</p> <p>Working with our partners from the public, private and voluntary sectors, during 2004 the Police Service of Northern Ireland sought to educate vulnerable road users, such as young drivers, cyclists, pedestrians and older road users, of the dangers of the road. This education programme is delivered through the Roadsafes Roadshows, Teaching Resource Pack in schools and colleges, presentations and attendance at relevant shows.</p>
<p>(xxii) PSNI will also continue to review developments in new traffic enforcement technology in Great Britain and internationally with a view to introducing approved systems where appropriate.</p>	<p>PSNI</p>	<p>The launch of the Northern Ireland Safety Camera Scheme on 1st July 2003 also included the introduction, for the first time in Northern Ireland, of fixed site speed cameras on Antrim Road, Saintfield Road and Upper Newtownards Road, Belfast. A further such camera was introduced on Springfield Road, Belfast in November.</p>

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		<p>These cameras were also the first fixed site cameras to be deployed in the UK which are based on digital, rather than wet film, technology.</p> <p>During 2005/06 the Police Service intends to introduce additional fixed site safety cameras on Northern Ireland's roads, including average speed enforcement zone and red light running cameras.</p> <p>Also, by March 2006 the Police Service intends to install 'black box' data recorders in 500 police vehicles with the intention of positively influencing driver behaviour.</p>

Abbreviations

DARD	Department of Agriculture and Rural Development
DE	Department of Education
DETI	Department of Enterprise, Trade and Industry
DFP	Department of Finance and Personnel
DHSSPS	Department of Health, Social Services and Public Safety
DOE	Department of the Environment
DRD	Department for Regional Development
DSD	Department for Social Development
OFMDFM	Office of the First Minister and Deputy First Minister
PSNI	Police Service for Northern Ireland