

## Annexes

- A Appraisal Summary Table
- B Supporting Analyses
- C Other Transportation-Related Initiatives
- D Expected Outcomes at 2012
- E Bibliography
- F Glossary of Terms



# **Regional Transportation Strategy**

for Northern Ireland 2002 - 2012

## **Annex A**

### **A1.0 Appraisal Summary Table**

- A1.1. The Appraisal Summary Table (AST) reports the degree to which the Strategy contributes towards the five national objectives for transport (environmental impact, safety, economy, accessibility and integration, broken down into sub-objectives – see Section 4.2) compared to the Reference Case - 'existing funding level continued'. The purpose of preparing the AST is to articulate as clearly as possible all the benefits and costs (disbenefits) of the initiatives within the additional funding, so that their overall value for money can be estimated.
- A1.2. The AST Explanatory Sheet (see Table A1) gives examples of typical consequences of the initiatives which have been regarded as not having a significant impact at the strategic level. The AST Explanatory Sheet also includes the basis for determining the significant impacts that are recorded on the AST for the Strategy.
- A1.3. The impacts are recorded in the AST in a systematic manner, without any weights being applied to them under individual sub-objectives. Some of the impacts are assessed qualitatively while others are quantified, some in monetary terms. It is for the decision-maker to apply judgement to the impacts, and in the process implicitly weight the impacts, in order to come to a view about the overall value for money of the proposals. Thus, the overall value for money is estimated by taking account of both qualitative and quantitative impacts under all sub-objectives.
- A1.4. The impacts of the Strategy are compared to the projected outcome of the Reference Case, (see Table A2). It is important to note that the entries in the assessment column in the AST represent the judgement of the transportation professionals preparing the Regional Transportation Strategy.
- A1.5. It is recognised that in some instances the benefits and disbenefits reflect the impacts of a number of specific representative initiatives that would have to be subject to statutory procedures (eg, major highway schemes) or to further evaluation following pilots or partial implementation through transport plans (eg, innovative public transport). The impacts must, therefore, be considered as illustrative of the benefits and disbenefits arising from such initiatives.

## Table A1: Appraisal Summary Table - Explanatory Sheet

Objective	Sub-Objective	Nature of Assessment
<b>Environment</b>	<b>Noise</b>	Estimated local traffic levels.
	<b>Local Air Quality</b>	Estimated local traffic levels.
	<b>Greenhouse Gases</b>	Estimated network-wide traffic levels.
	<b>Landscape</b>	Physical specification of initiatives - proximity to designated areas.
	<b>Townscape</b>	Physical specification of initiatives - proximity to urban areas.
	<b>Heritage of Historic Resources</b>	Physical specification of initiatives - proximity to designated areas.
	<b>Biodiversity</b>	Physical specification of initiatives - proximity to designated areas.
	<b>Water Environment</b>	Physical specification of initiatives - proximity to designated water features including coastline.
	<b>Physical Fitness</b>	Estimated network-wide switch from car to public transport.
	<b>Journey Ambience</b>	Physical specification of initiatives - measures which specifically change quality of in-vehicle journey. Estimated network-wide use of modes (which vary by journey ambience).
<b>Safety</b>	<b>Accidents</b>	Estimated network-wide traffic levels and use of road types (which vary by accident rate and severity). Physical specification of initiatives - specific accident reduction measures.
	<b>Security</b>	Estimated network-wide use of rail, bus and car modes (which vary by security level).
<b>Economy</b>	<b>Transport Economic Efficiency (TEE)</b>	Estimated network-wide - User benefits (principally time and operating costs), Provider and Government Impacts (principally revenue and taxation). Physical specification of initiatives - Provider capital and operating costs.
	<b>Reliability</b>	Physical specification of initiatives - measures which specifically change variability of journey time.
	<b>Wider Economic Impacts</b>	Physical specification of initiatives - proximity to designated regeneration areas.
<b>Accessibility</b>	<b>Option Values</b>	Physical specification of initiatives - provision or removal of public transport choice.
	<b>Severance</b>	Physical specification of initiatives - eg provision of pedestrian crossing facilities or provision of new road. Estimated local traffic levels.
	<b>Access to the Transport System</b>	Physical specification of initiatives - provision or removal of public transport services for people without cars or people with specific mobility requirements.
<b>Integration</b>	<b>Transport Interchange</b>	Physical specification of initiatives - measures which specifically change quality of journey interchange.
	<b>Land-Use Policy</b>	Physical specification of initiatives - consistency with Regional Development Strategy Strategic Planning Guidelines.
	<b>Other Government Policies</b>	Physical specification of initiatives - consistency with other Government policies beyond transport as represented by Programme for Government Public Service Agreement objectives.

## Notes on Impacts recorded in Appraisal Summary Table (Only impacts assessed as significant are recorded in the Appraisal Summary Table)

<p>Any change in traffic levels will affect noise levels, but may not be perceptible. Changes in local traffic levels between -20% and +25% are assessed as 'neutral'.</p>
<p>Any change in traffic levels will affect air quality, but may not be perceptible. Changes in local traffic levels between -10% and +10% are assessed as 'neutral'.</p>
<p>Any change in traffic levels will affect Greenhouse Gases emissions. Changes in network wide traffic levels between -1% and +1% are assessed as 'neutral'.</p>
<p>New infrastructure in rural areas will make roads more dominant and will cause loss of local landscape features. Additional street lighting will be visually intrusive. Impacts can be ameliorated by appropriate design.</p>
<p>New infrastructure may alter the character of entries to towns, of town centres or of residential areas. Impacts can be ameliorated by appropriate design.</p>
<p>New infrastructure could cause loss of archaeological remains. Impacts can be ameliorated by a programme of archaeological work.</p>
<p>New infrastructure will cause loss of existing roadside habitat which will largely be replaced over time.</p>
<p>New infrastructure may alter existing drainage patterns. Increased traffic flows will give increased risk of spillage.</p>
<p>Persons switching from car to public transport will improve physical fitness through increased walking.</p>
<p>Any improvement in infrastructure and vehicles will improve journey ambience. Overall, journey ambience is best by rail, followed by car and worst by bus. These relative levels increase with journey length.</p>
<p>Any switch to public transport will result in a decrease in traffic accidents (due to reduction in vehicular travel).</p>
<p>Any switch to public transport will result in a decrease in security. Overall, security is best by car, followed by bus and worst by rail.</p>
<p>Initiatives which increase highway capacity or increase speeds will result in user benefits through reduced journey lengths or journey times; initiatives which reduce highway capacity will have opposite adverse impacts. Public Transport measures will result in benefits to users and may produce highway benefits from modal switching causing traffic congestion relief. However, public transport measures which reduce highway capacity may result in substantial highway user disbenefits.</p>
<p>Only changes in the variability of journey time are assessed. Changes in average journey time are assessed in TEE, which takes account of usage.</p>
<p>Only changes in economic impact additional to those calculated in TEE are relevant here. Additional impacts must accrue to designated regeneration areas, otherwise assessed as 'neutral'.</p>
<p>New public transport services may provide option value for occasional use.</p>
<p>Changes in local traffic levels between -30% or +30% assessed as 'neutral'.</p>
<p>Rural public transport measures, which generate new travel, are assessed under this sub-objective. However, incremental changes in public transport levels of service are generally assessed quantitatively in TEE, which takes account of usage.</p>
<p>Interchange improvements relate to infrastructure improvements. Changes in interchange times between modes assessed in TEE, which takes account of usage.</p>
<p>The level of impact will reflect the scale of the solution under assessment and the number of Strategic Planning Guidelines with which it aligns.</p>
<p>The level of impact will reflect the scale of the solution under assessment and the number of Programme for Government Public Service Agreement objectives with which it aligns.</p>

# Regional Transportation Strategy

for Northern Ireland 2002 - 2012

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS
Environment	<b>Noise</b>	<ul style="list-style-type: none"> <li>i. Bypasses of urban areas would result in significantly decreased traffic noise levels for properties adjacent to routes relieved, and significantly increased traffic noise levels for dispersed properties adjacent to bypasses. Widening/grade separation through urban areas would result in localised increased traffic noise levels.</li> <li>ii. "Reintroduction" of rail noise along Larne/Whitehead corridor and Ballymena/Coleraine/Portrush/Londonderry corridor.</li> </ul>
	<b>Local Air Quality</b>	Bypasses of urban areas would result in significantly improved air quality for properties adjacent to routes relieved, and significantly worsened air quality for dispersed properties adjacent to bypasses. Widening/grade separation through urban areas would result in significantly changed air quality level adjacent to schemes and on routes relieved.
	<b>Greenhouse Gases</b>	Greenhouse gases are, in general, proportional to private vehicle kilometres travelled.
	<b>Landscape</b>	<ul style="list-style-type: none"> <li>i. New dual carriageway through an Area of Outstanding Natural Beauty.</li> <li>ii. Road widening to dual carriageway and single 2 lanes + 1 lane carriageway through Areas of Outstanding Natural Beauty and through Areas of Scenic Quality, but widening to single 2 lanes + 1 lane carriageway would be contained within the existing land take.</li> </ul>
	<b>Townscape</b>	<ul style="list-style-type: none"> <li>i. Well designed pedestrian infrastructure, urban cycle network, Controlled Parking Zones and Special Parking Areas would improve townscape character and would be particularly applicable in designated areas.</li> <li>ii. Road widening and grade separation would impact on townscape character, though there would be no impact on a designated area.</li> </ul>
	<b>Heritage of Historic Resources</b>	<ul style="list-style-type: none"> <li>i. Would utilise structures and stations that contribute to heritage value. Securing the long-term preservation of stations, particularly those listed under Planning (NI) Order 1991, is of particular importance.</li> <li>ii. Highway improvements would cause the loss of railway infrastructure, known industrial heritage sites and sites of archaeological interest.</li> </ul>
	<b>Biodiversity</b>	No significant impact.
	<b>Water Environment</b>	No significant impact.
	<b>Physical Fitness</b>	<ul style="list-style-type: none"> <li>i. Persons switching from car to public transport would achieve the recommended minimum distance/time to obtain significant fitness benefits.</li> <li>ii. Highway infrastructure improvements would lead to a reduction in public transport patronage and thereby a reduction in the number of persons achieving significant benefits from walking.</li> <li>iii. Additional pedestrian infrastructure and cycle network, and improved environment, would lead to increases in the numbers of people walking and cycling, and therefore in their level of physical fitness.</li> </ul>
	<b>Journey Ambience</b>	<ul style="list-style-type: none"> <li>i. Modern bus/coach designs with good heating, ventilation, seating, luggage space and ride qualities would improve traveller care.</li> <li>ii. Expansion of town bus services would provide improved traveller care for a large number of users.</li> <li>iii. Bus passengers in Belfast Metropolitan Area would benefit from new and better designed waiting and boarding facilities at bus stops.</li> <li>iv. Users of the rapid transit and Quality Bus Corridors would benefit from new buses giving a less stressful, smoother journey.</li> <li>v. The introduction of demand responsive transport in rural areas would provide a door-to-door service which would reduce stress and uncertainty for a large number of users in sparsely populated areas.</li> <li>vi. Improved journey ambience for users of rail service, compared to bus substitution service, between Whitehead and Larne and between Ballymena and Coleraine/Portrush/Londonderry.</li> <li>vii. Rail passengers on Enterprise services would benefit from relief of overcrowding or switch from bus or car.</li> <li>viii. Better travel information, including real time public transport information, would reduce stress for travellers.</li> <li>ix. Walking and cycling infrastructure additions and improvements would produce quality environments which enhance journey ambience.</li> <li>x. Extensive structural maintenance on all roads would provide more comfortable bus and car journeys.</li> <li>xi. Dual carriageway, road widening, grade separation and bypasses would reduce frustration and improve traveller care.</li> <li>xii. Effective management of public car parking would reduce frustration and fear of accidents for all road users including pedestrians and hence improve journey ambience.</li> </ul>

QUANTITATIVE MEASURE		ASSESSMENT
i.	Approximately 25kms net. of urban frontage would experience significantly decreased traffic noise levels.	Slight beneficial impact
	Approximately 5kms net. of urban frontage would experience better air quality.	Moderate beneficial impact
	Model results	+1% annual CO <sub>2</sub>
i.	4.5kms of new dual carriageway through Area of Outstanding Natural Beauty.	Moderate adverse impact
ii.	7kms of widening to dual carriageway through Area of Outstanding Natural Beauty and 18kms through Area of Scenic Quality.	
		Slight beneficial impact
i.	Would utilise 2 listed structures of heritage value: Castlerock and Downhill tunnels. Would utilise 7 stations/halts of heritage value (2 listed): Magheramourne, Glynn, Larne Town, Ballymoney, Coleraine (listed), Bellarena and Londonderry (listed).	Neutral
ii.	One railway bridge would be lost.	
		Neutral
		Neutral
i.	In the weekday AM peak period approximately 2000 additional persons would travel by public transport.	Slight beneficial impact
i.	Approximately 70 million bus journeys per annum.	Large beneficial impact
ii.	Estimated 10 million bus journeys per annum.	
iii.	Approximately 20 million Citybus passenger trips per annum.	
v.	Would provide approximately 220,000 new return passenger trips per annum.	
vi.	Approximately 1 million rail journeys per annum.	
vii.	Approximately 1 million rail passengers per annum.	
x.	Better quality surface on 16% of total road network.	
xi.	Approximately 33 million weekday travellers per annum	

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS
Safety	Accidents	<ul style="list-style-type: none"> <li>i. Car users switching to public transport as a result of access, infrastructure and service improvements plus introduction of rapid transit and Quality Bus Corridors would result in a decrease in road accidents. Upgrading roads would reduce accident rates but additional travel would generate additional road accidents.</li> <li>ii. Traffic calming schemes would produce significant accident savings.</li> <li>iii. Accident remedial measures would produce significant accident savings.</li> <li>iv. Improved skid resistance and drainage as a result of structural maintenance would reduce the number of accidents.</li> <li>v. Additional pedestrian and cycling facilities, particularly crossing points, would reduce accidents involving these vulnerable groups.</li> <li>vi. Additional merging movements associated with priority lane would lead to an increase in minor accidents.</li> </ul>
	Security	<ul style="list-style-type: none"> <li>i. Demand responsive transport schemes in rural areas would provide a door-to-door service which would address issues of personal safety and vulnerability for users.</li> <li>ii. Well designed and used walking and cycling routes incorporating lighting would improve feeling of security for users.</li> <li>iii. Public transport station improvements would result in a more secure environment whilst provision of new illuminated waiting and boarding areas at Citybus stops would increase feeling of security.</li> </ul>
Economy	Transport Economic Efficiency	<p>Principal <u>User</u> benefits are would be journey time savings resulting from increased highway structural maintenance, bypasses and traffic management.</p> <p><u>Public</u> sector costs would be those borne by Roads Service and would comprise primarily of capital costs. The non-modelled value reflects the large savings forecast in reconstruction costs arising from investment in highway structural maintenance.</p> <p><u>Other Government</u> costs reflect investment and subsidy payments to public transport operators.</p>
	Reliability	<ul style="list-style-type: none"> <li>i. Traffic management and traffic information and control would provide significantly improved journey time reliability.</li> <li>ii. Bypasses, grade separation and the removal of bottlenecks would permit more reliable journey times for public transport, private vehicles and freight movement.</li> <li>iii. Dualling and widening of sections of Regional Strategic Transport Network would provide safe overtaking opportunities, which would assist in providing more reliable journey times.</li> <li>iv. Freight, bus and other permitted vehicles in priority lane would benefit from increased reliability. Single occupancy vehicles would experience reduced reliability.</li> <li>v. Extensive structural maintenance would reduce disruption caused by more frequent responsive maintenance.</li> <li>vi. Provision of Bus Split Cycle Optimisation of Timings and automatic vehicle detection would enhance reliability of public transport.</li> <li>vii. Off-road guideways would reduce journey time variability for rapid transit users.</li> <li>viii. Bus priority measures would improve journey time reliability for Quality Bus Corridor passengers. Improvement would be offset by worsened reliability for other road users.</li> <li>ix. New replacement buses and trains would decrease possibility of mechanical breakdowns affecting journey times by public transport.</li> </ul> <p>Implementation of Controlled Parking Zones or Special Parking Areas would improve reliability of journey times to town centres by reducing variability of car parking search time and walking time.</p>
	Wider Economic Impacts	<ul style="list-style-type: none"> <li>i. Pedestrian and cycling infrastructure would contribute to the development and reinvigoration of Belfast and Londonderry designated regeneration areas.</li> <li>ii. Improved transport infrastructure and public transport services would contribute to the development and reinvigoration of designated regeneration areas.</li> <li>iii. Displacement of Belfast central parking to Park &amp; Ride sites would provide opportunities for alternative uses for central sites and would promote regeneration within Belfast designated area.</li> </ul> <p>Improved trade/business would be generated by increased turnover in short stay parking spaces and would contribute to regeneration in Belfast and Londonderry.</p>

QUANTITATIVE MEASURE		ASSESSMENT				
i.	Present Value Benefit is model output.	Present Value Benefit (£million)				
ii.	Traffic calming would be undertaken at 73 sites per annum	940				
iii.	Accident remedial works would be undertaken at 49 sites per annum.	290				
iv.	Assumes saving of approximately 20% of wet skidding accidents.	375				
v.	Assumes saving of 5% in pedestrian and cycling casualties.	180				
		v. <u>50</u>				
		TOTAL £1835million				
i.	Would provide approximately 220,000 new return passenger trips per annum.	Moderate beneficial impact				
iii.	Improvements at 10 bus stations and at 1,200 Citybus stops					
		Net Present Value	£million	Modelled	Non-modelled	Total
			User:	1550	1070	2620
			Private:	0	0	0
			Public:	-310	390	80
			Other Government:	-430	-120	-550
v.	16% of total road network would be affected.	Moderate beneficial impact				
		Slight beneficial impact				

# Regional Transportation Strategy

for Northern Ireland 2002 - 2012

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS
Accessibility	Option values	<ul style="list-style-type: none"> <li>i. Replacement buses would reintroduce 'lost' services whilst expansion of town services would provide a large number of residents with the option of a service to town centres during working and leisure hours.</li> <li>ii. Small vehicle public transport and demand responsive transport services would provide rural car dependant population with the option of using these services for exceptional trips.</li> <li>iii. Residents of Ballycarry, Magheramourne, Glynn, Larne, Cullybackey, Ballymoney, Coleraine, Portrush, Castlerock, Bellarena and Londonderry would have the option of a rail service.</li> </ul>
	Severance	<ul style="list-style-type: none"> <li>i. Provision of bypasses would cause some severance along new alignments but would reduce severance for residents by removing through traffic from urban areas.</li> <li>ii. The introduction of traffic calming and pedestrian footways and crossings in both urban and rural areas would reduce severance for large numbers of people.</li> <li>iii. Increased road width would increase severance for residents on Regional Strategic Transport Network.</li> </ul>
	Access to the Transport System	<ul style="list-style-type: none"> <li>i. The bus replacement programme would provide modern vehicles conforming to the latest standards for accessibility which would improve access to the transport system for many potential users including those with disabilities. All new buses/coaches would satisfy the requirements of the Disability Discrimination Act.</li> <li>ii. Expansion of urban town bus services using low floor buses would improve access to the transport system for many potential users including those with disabilities.</li> <li>iii. The introduction of small vehicle public transport services in deep rural areas together with demand responsive transport operating a door-to-door service in rural areas would have a highly significant impact on access to the transport system for many potential users including those with disabilities.</li> <li>iv. New rail interchange at Ballymena, and major refurbishment of bus stations at Antrim, Downpatrick, Lisburn, Ballynahinch, Strabane, Portadown, Kilkeel, Portaferry, Donaghadee and Banbridge would improve facilities for disabled people.</li> <li>v. Improvements to routes, stations, stops and public transport information would remove some of the barriers for people wishing to use public transport.</li> <li>vi. Improvements to all Citybus stops, including seating and raised boarding areas, would remove barrier for mobility impaired persons.</li> <li>vii. Provision of Park &amp; Ride sites in Belfast and other urban areas would facilitate access to the transport system for car users in areas without a bus service.</li> <li>viii. Low floor rapid transit vehicles and Quality Bus Corridor buses would improve access for mobility impaired persons and those with dependants.</li> <li>ix. Rail services would be accessible to persons using wheelchairs in Ballycarry, Magheramourne, Glynn, Larne, Cullybackey, Ballymoney, Coleraine, Portrush, Castlerock, Bellarena and Londonderry.</li> <li>x. The introduction of pedestrian and cycling facilities would enlarge the public transport catchment area, including for persons with disabilities.</li> </ul>

QUANTITATIVE MEASURE		ASSESSMENT
i.	Potential population of 368,000 would benefit from expansion of town services.	Large beneficial impact
ii.	Small vehicle services potentially of value to 32,000 people. Demand responsive transport potentially of value to 188,000 persons.	
iii.	Approximately 135,000 residents would be given option of rail service.	
i.	Severance would be reduced potentially for people living in towns with a total population of approximately 120,000.	Slight beneficial impact
iii.	Increased severance potentially for approximately 3,000 people.	
i.	Older people, mobility impaired people and people with children in buggies could benefit. Potentially 16 million trips per annum.	Large beneficial impact
ii.	Approximately 100,000 persons without cars within walk-in catchment of urban bus services.	
iii.	Target population of 124,000 mobility impaired persons and 96,000 non-mobility impaired persons in settlements and deep rural areas.	
iv.	Improvements to 29 bus stations and 22 rail stations.	
vi.	Improvements at 1200 stops.	
vii.	Provision of 14 Park and Ride sites (9 in Belfast and 5 in Other Urban Areas). Number of users limited by approximately 4000 (Belfast) and 500 (Other Urban Areas) car spaces proposed.	
viii.	Estimate of 2,200 local residents use wheelchairs.	

# Regional Transportation Strategy

for Northern Ireland 2002 - 2012

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS
Integration	<b>Transport Interchange</b>	<ul style="list-style-type: none"> <li>i. New rail interchange at Ballymena and station improvements across the rail network would enhance the waiting environment and passenger facilities. Improved parking at stations would enhance passenger interchange between car and rail.</li> <li>ii. Rail stations at Ballycarry, Magheramourne, Glynn, Larne, Cullybackey, Ballymoney, Coleraine, Portrush, Bellarena and Londonderry would provide improved interchange over substitute bus option.</li> <li>iii. Major refurbishment of bus stations would improve the waiting environment and the interchange and passenger facilities.</li> <li>iv. Greatly improved access to public transport timetable and route information with real time information at stations and stops would facilitate improved transport interchange.</li> <li>v. Quality waiting facilities would improve interchange for rapid transit users.</li> <li>vi. Park &amp; Ride would explicitly facilitate transport interchange from car to bus. Interchange from walking and cycling to bus would also be facilitated.</li> <li>vii. Improved waiting environment at stops, with better information along rapid transit route and Quality Bus Corridors.</li> <li>viii. Improved facilities at Citybus stops would further enhance interchange opportunities.</li> </ul>
	<b>Land Use Policy</b>	<p>The Regional Development Strategy concept of:</p> <ul style="list-style-type: none"> <li>a. urban hubs promoting sustained urban renaissance would be supported by:               <ul style="list-style-type: none"> <li>i. public transport infrastructure and service additions and improvements, notably introduction of Quality Bus Corridors, rapid transit and Park &amp; Ride;</li> <li>ii. reduction in the impact of traffic through provision of bypasses and management of highway infrastructure, including car parks;</li> <li>iii. making it easier to walk and cycle in urban areas.</li> </ul> </li> <li>b. Key Transport Corridors within the Regional Strategic Transport Network would be supported by:               <ul style="list-style-type: none"> <li>i. the provision of bypasses and highway improvements on Key Transport Corridors, and</li> <li>ii. the provision of rail between Whitehead/Larne and Ballymena/Coleraine/Portrush/Londonderry, together with the provision of new rolling stock and public transport interchange and service improvements.</li> </ul> </li> <li>c. enhancing regional gateways would be supported by:               <ul style="list-style-type: none"> <li>i. improvements to Key Transport Corridors serving East/West and North/South gateways, and the operation of rail services to/from Larne and Londonderry.</li> </ul> </li> <li>d. promoting balanced and integrated growth across the network of cities, main and small towns and their rural hinterlands to enhance the equality of opportunity would be further supported by the substantial provision of and improvements to rural bus services, significantly improved highway maintenance and making it easier to walk and cycle in rural areas.</li> </ul>
	<b>Other Government Policies</b>	<ul style="list-style-type: none"> <li>i. Department of Agriculture &amp; Rural Development Programme for Government Public Service Agreement objective to stimulate the economic and social revitalisation of disadvantaged rural areas would be supported by small vehicle and demand responsive public transport services, together with rail provision between Larne/Whitehead and Ballymena/Coleraine/Portrush/Londonderry.</li> <li>ii. The Department of Culture, Arts &amp; Leisure objective to foster a creative, informed and active lifestyle and project a positive image of Northern Ireland would be supported by high levels of road structural maintenance, bus fleet replacement and replacement of rail rolling stock, making it easier to walk and cycle, public transport infrastructure and service improvements, the operation of rail services between Larne/Whitehead and Ballymena/Coleraine/Portrush/Londonderry and small vehicle and demand responsive public transport services in rural areas.</li> <li>iii. The Department of Enterprise, Trade &amp; Investment objective to encourage growth of the economy would be supported by high levels of road structural maintenance, road infrastructure improvements and grade separation/bypasses on Key Transport Corridors and other parts of the Regional Strategic Transport Network.</li> <li>iv. The Department of the Environment objectives for the environment would be supported as indicated by impacts against the Environment sub-objectives. The objectives for land use planning and road safety would be supported by traffic calming, other traffic management schemes and accident remedial works, making it easier to walk and cycle, innovative public transport and bypasses relieving urban areas of through traffic. Against the Landscape sub-objective, road widening would have an adverse impact on the environment.</li> <li>v. The Department of Finance &amp; Personnel objective of enhancing the business performance of Northern Ireland's Government Departments and the wider public sector would receive some support by the schemes which make travel easier: high levels of road structural maintenance, public transport infrastructure and service improvements and grade separation/bypasses on Key Transport Corridors and other parts of the Regional Strategic Transport Network.</li> <li>vi. The Department of Health, Social Services &amp; Public Safety objectives to develop policies that will lead to good health and well-being, and to ensure the delivery of high quality health and social care, would gain support from public transport timetable information, making it easier to walk and cycle, traffic calming and accident remedial and other works which would reduce accidents, improved urban bus services (including Quality Bus Corridors and rapid transit) and road infrastructure improvements (including widening, grade separation and bypasses on Key Transport Corridors and other parts of the Regional Strategic Transport Network) which would facilitate access to health and social care and improved emergency services response times.</li> <li>vii. The Department for Employment &amp; Learning objectives promoting improved living standards and accessible employment opportunities would be supported by public transport timetable information, bus replacement, Citybus and town bus services, grade separation and bypasses on Key Transport Corridors and other parts of the regional Strategic Transport Network, the operation of rail services between Larne/Whitehead and Ballymena/Coleraine/Portrush/Londonderry and small vehicle and demand responsive public transport services in rural areas.</li> <li>viii. The Department for Social Development and Office of the First Minister and Deputy First Minister objective related to tackling disadvantage would be supported by making it easier to walk and cycle, Bus Split Cycle Optimisation of Timings, new and improved public transport interchanges, small vehicle and demand responsive public transport services and improved town bus services (including Citybus stop facilities, rapid transit and Quality Bus Corridors).</li> </ul>

QUANTITATIVE MEASURE	ASSESSMENT
<ul style="list-style-type: none"> <li>i. Improvements at 22 rail stations, improved parking at 6 bus stations and 7 rail stations.</li> <li>ii. 10 interchanges with rail would be "reintroduced".</li> <li>iii. Major refurbishment at 10 bus stations.</li> </ul>	<p>Moderate beneficial impact</p>
<ul style="list-style-type: none"> <li>viii. 1,200 bus stops approximately.</li> </ul>	<p>Moderate beneficial impact</p>
	<p>Moderate beneficial impact</p>

## Annex B

### B1.0 Supporting Analyses

#### B1.1. Introduction to Supporting Analyses

B1.1.1. The Guidance on the Methodology for Multi-Modal Studies (GOMMMS) methodology specifies three important Supporting Analyses to supplement the AST. These require assessments to be made of the distribution and equity impacts; affordability and the financial sustainability of the Strategy; and practicality and public acceptability issues.

### B2.0 Distribution & Equity

#### B2.1. Introduction

B2.1.1. The Department for Regional Development is committed to the promotion of equality of opportunity, to tackling factors leading to social need and social exclusion and to promoting good relations between the communities in Northern Ireland. This Distribution and Equity supporting analysis considers the distribution of the overall impacts of the Regional Transportation Strategy (RTS), thereby enabling a judgement to be made about the fairness of the impacts on those affected. This supporting analysis has been prepared in accordance with the principles underpinning Section 75 of the Northern Ireland Act 1998<sup>1</sup> and the Department's commitments under the New Targeting Social Need policy outlined in the Programme for Government<sup>2</sup> (see also 'Making it Work'<sup>3</sup>).

B2.1.2. During the development of the RTS, transport initiatives and policy instruments were screened to identify if they would have differential impacts on any of the 9 equality categories as defined in Section 75. An Equality Impact Assessment was subsequently carried out in accordance with the guidance issued by the Equality Commission for Northern Ireland<sup>4</sup>. A draft Equality Impact Assessment was published in February 2002 to inform the debate as part of the overall public consultation on the development of the RTS. The Equality Impact Assessment of the Regional Transportation Strategy was published in July 2002 and the full document is available on the RTS website or on request from the RTS Secretariat.

B2.1.3 Consideration was given throughout the formulation of the RTS as to how its potential elements would help tackle poverty, social disadvantage and social exclusion. This indicated whether there would be positive New Targeting Social Need impacts arising from the Strategy. The results of this work are detailed below.

<sup>1</sup> Northern Ireland Act (1998), HMSO

<sup>2</sup> Programme for Government, Northern Ireland Executive, March 2002

<sup>3</sup> Making it Work. The New Targeting Social Need Action Plans Report, OFMDFM, March 2001

<sup>4</sup> Section 75 of the Northern Ireland Act 1998: Practical Guidance on Equality Impact Assessment, Equality Commission for Northern Ireland, March 2001

## B2.2. New Targeting Social Need

B2.2.1. The Department believes that initiatives resulting in new or improved public transport services will, in general, support the objectives of New Targeting Social Need by providing transport for those in social need. These schemes will provide access to employment, training and other services for many of the least affluent people, thereby facilitating their inclusion in society. The table below shows the breakdown of current public transport passengers by socio-economic group.

Socio-Economic Group <sup>5</sup>	NI-Wide <sup>6</sup>	NIR <sup>7</sup>	Citybus <sup>7</sup>	Ulsterbus <sup>7</sup>
AB	54%	14%	9%	9%
C1		40%	35%	33%
C2	46%	18%	19%	24%
DE		28%	37%	35%

**Table B2.1: Public Transport Passengers by Socio-Economic Group**

Note: values are quoted in rounded form which may lead to apparent minor inaccuracies in summations

B2.2.2. The socio-economic profile of public transport users clearly demonstrates that investment in these services targets resources at those in greatest social need. The lowest rate of public transport use is in the most affluent (AB) group while the poorest socio-economic (DE) group is over-represented in the user profile of all 3 public transport services. The DE group also forms the largest single user group of Citybus and Ulsterbus services with around a third of passengers coming from this group. When taken together with the C2 group, this accounts for over half of the passengers on these services. Therefore, the investments made in bus-related schemes are particularly supportive of the objectives of New Targeting Social Need.

B2.2.3. In urban areas outside Belfast new bus services will be introduced. The roll-out of these services, through transport plans, could be informed by the Noble Index<sup>8</sup> and might, for example, be prioritised using measures of the percentage of the population without access to a private car and relative income levels.

B2.2.4. Initiatives that impact primarily on rural communities will support the objectives of New Targeting Social Need and promote social inclusion. The socio-economic breakdown of rural communities indicates that, especially in the west and south of the region, it includes a higher proportion of people in social need. Rural areas, in general, also include a higher proportion of younger people.

B2.2.5. The problem of poverty in rural areas is compounded by longer

<sup>5</sup> The AB Socio-Economic Group contains the most affluent people in society and the DE Group includes the poorest

<sup>6</sup> Northern Ireland Labour Force Survey Quarterly Supplement, DETI, Winter 2000/01

<sup>7</sup> Customer Satisfaction Survey, PricewaterhouseCoopers carried out on behalf of Translink, 1999/2000

<sup>8</sup> Noble Index of Multiple Deprivation, DFP, 2001

average travel distances and lack of public transport services resulting in an increase in the need for a car. (There are approximately 460 vehicles per 1,000 people in rural areas as opposed to 370 in urban areas<sup>9</sup>.) In other words, those least able to afford a vehicle might be most likely to need one. Rural transport initiatives might help to improve access to employment, training and other services. Improvements to transportation infrastructure might also support agencies in their efforts to encourage employers to locate in areas that might otherwise be less attractive.

- B2.2.6 There is evidence to suggest that the proportion of road traffic accidents is higher among people living in deprived areas. Although there are no figures for Northern Ireland, surveys in England have shown that child pedestrians from poor households are 5 times as likely to be killed on the roads as those from the highest socio-economic group<sup>10</sup>. A study of Edinburgh and Lothian region showed that children from the poorest districts were almost eight times as likely to be knocked down as those from the most affluent areas<sup>10</sup>. Initiatives that result in a reduction in accidents in residential areas might, therefore, have greater beneficial impact on people who live in the poorest areas, especially younger people.

### **B2.3. Promoting Social Inclusion**

- B2.3.1. Resources are not being specifically targeted at groups such as Travellers and other people from minority backgrounds, homeless people and young people with limited skills. The Department believes, however, that these groups will benefit from the improvements to public transport services, infrastructure and communications methods that will result from the RTS. These initiatives will facilitate access to employment, training and other services, thereby encouraging the inclusion in society of the least affluent people. Older people on low incomes, who travel without charge on public transport will benefit from improvements made to these services.
- B2.3.2. Social inclusion for people with disabilities is being promoted through improvements targeted specifically to enhance accessibility to vehicles, infrastructure and services, through the Transport Programme for People with Disabilities and will be considered in detail through an Accessible Transport Strategy. In addition, there is an increased awareness of the importance of considering the needs of people with disabilities when planning transportation initiatives and this should result in a more inclusive transport system.

<sup>9</sup> DVLNI Database of Registered Vehicles

<sup>10</sup> "Poorest kids five times as likely to die on roads", The Institute for Public

## **B3.0 Affordability and Financial Sustainability**

### **B3.1. Introduction**

- B3.1.1. Consideration has to be given to the funding required to deliver the Regional Transportation Strategy and the extent to which the initiatives are sustainable in the longer term.
- B3.1.2. Although the prime criterion against which each initiative has been assessed is value for money, the overall affordability of the Strategy and the potential to continue with initiatives beyond the 10-year period must also be considered.
- B3.1.3. Affordability is a measure of the likelihood that public funds of the scale required by the Strategy will be made available. Financial Sustainability is a measure of the extent to which the individual initiatives within the Strategy are self-supporting from revenues.
- B3.1.4. These issues are dealt with in depth in Chapter 6 of this document.
- B3.1.5. It is evident that the Regional Transportation Strategy cannot be self-supporting and that significant public and private sector funds will be required.
- B3.1.6. Affordability will need to be considered in the context of other competing priorities for public funds, and in light of the consequences of not increasing investment in transportation in the short term.

## **B4.0 Practicality and Public Acceptability**

### **B4.1. Introduction**

- B4.1.1. Two important and interlinked considerations in formulating the Regional Transportation Strategy (RTS) have been that:
- a. it must be practical, ie, the elements of the Strategy must be capable of being implemented within the designated timescale; and
  - b. it must have a high degree of acceptability among both the general public and key stakeholder groups, including those who will be involved in the implementation of the Strategy.
- B4.1.2. In assessing practicality, it has been necessary to consider the following issues that could hinder or block implementation of the Strategy:
- technical issues;
  - legal issues;
  - availability of funding and human resources;

- phasing of the different elements of the Strategy, including phasing of the required funding;
- the way in which different elements of the Strategy complement or conflict with each other, including synergy with recent initiatives;
- need for enforcement; and
- the need for assessment of performance through piloting.

B4.1.3. In assessing public acceptability, it has been necessary to consider the following issues that could impact on the implementation of the Strategy:

- acceptance of the Strategy by the general public and key stakeholder groups, including other Government Departments;
- political opinion;
- impact on specific sections of the community; and
- commitment of all bodies responsible for delivering the Strategy (eg, Roads Service, Translink) or whose activities will be embraced by it.

## **B4.2. Practicality**

B4.2.1. The following sections present the most salient points of the Practicality issues.

### ***Technical Issues***

B4.2.2. Implementation of certain elements of the Strategy would involve the use of new and developing technology and could, therefore, present technical issues that would need to be resolved to allow full implementation of the Strategy. Examples include:

- (i) using Information Technology to detect buses and give them priority at traffic signals;
- (ii) using Information Technology in the operation of the Traffic Information and Control Centre;
- (iii) using SMART Cards (Self Monitoring Analysis and Reporting Technology) to implement targeted fare levels for public transport;
- (iv) using an Automatic Vehicle Location system to provide real time information to passengers on buses and at stops and waiting areas;
- (v) providing public transport route and timetable information using new methods, eg, Internet; and
- (vi) using the Internet in booking demand responsive transport services and in education and marketing initiatives.

B4.2.3. The adoption of best practice within the industry should allow these technical issues to be resolved. It is believed that no initiatives in the Strategy should present insurmountable difficulties in this regard.

### ***Legal Issues***

B4.2.4. The implementation of the following elements of the Strategy will be subject to legislative constraints and regulation. While the requirements do not rule out the initiatives, they could, in practice, delay implementation on the ground:

- (i) any significant change to the governance, regulation and delivery of public transport services would require a review of and changes to the Transport Act (NI) 1967;
- (ii) new replacement buses would have to satisfy accessibility regulations under the Disability Discrimination Act 1995;
- (iii) any bus service to be provided to the general public by community transport operators would require a review of existing policy in relation to licensing of categories of service under the Transport Act (NI) 1967;
- (iv) flexible bus routes would require a review of existing policy in relation to licensing of categories of service under the Transport Act (NI) 1967;
- (v) new primary legislation would be required to enable designation of 'Home Zones' that would be developed in conjunction with traffic calming measures. (In practice, measures could be put in place to create 'Home Zones' under current regulations, without statutory designation.);
- (vi) new arrangements for management of public car parking involving decriminalisation of parking would require new primary legislation;
- (vii) changes to a special road (eg, Westlink – widening or implementation of a pilot priority lane) would require a Designation Order under the Roads (NI) Order 1993. Further roll-out of priority lanes to other roads would require amendments to the Road Traffic Regulations (NI) Order 1997;
- (viii) all major roads infrastructure developments would require Environmental Impact Assessments under the Roads (NI) Order 1993;
- (ix) all major roads infrastructure developments would also be highly likely to require vesting orders under the Local Government Act (NI) 1972 and the Roads (NI) Order 1993;
- (x) changes to a Trunk Road would require a Direction Order under the Roads (NI) Order 1993;

- (xi) development of transportation facilities requiring significant land-take such as Park & Ride and Park & Share would require Planning Approval or amendments to Development Plans; and
- (xii) although there are currently no specific plans for demand management or revenue raising mechanisms, their introduction would require new legislation.

### ***Availability of Funding and Phasing of Strategy and Funding***

- B4.2.5. The financial implications of delivering the Strategy are examined in the separate Affordability and Financial Sustainability Supporting Analysis (see Annex B3 and Section 6.0 in the main document).

### ***Availability of Human Resources***

- B4.2.6. The RTS includes funding for new dedicated professional unit to undertake research, monitoring and review in support of the delivery of the strategy as a whole. There is also a need for professional resources in undertaking the specific transport studies required in preparing transport plans. This is at a time when a number of transportation strategies and plans are being taken forward across the British Isles and beyond, and when the industry is struggling to recruit staff to provide the necessary pool of skills. In response to this problem, the Department is taking an active role in the TPSI<sup>11</sup> which seeks to promote the number and quality of transport planning graduates and raise the profile of the profession in general. The successful outworking of the RTS will be reliant on these necessary resources being in position.
- B4.2.7. The RTS also contains funding for additional public transport. This will be dependent on the recruitment of additional operating staff – recent experience has shown that such resources are not readily available.

### ***Complementarity and Conflicts***

- B4.2.8. Section 4.2 of this document summarises the methodology used in developing the Strategy. Individual transportation initiatives were appraised and ranked in terms of their value for money. Initiatives were selected and after further examination, modifications were made redressing duplication, inconsistency, or lack of synergy after taking account of the Supporting Analyses and the Equality Impact Assessment. Complementarity with recent initiatives outlined in the Regional Transport Programme 2001-2002<sup>12</sup> was also considered.

<sup>11</sup> The TPSI is led by the Transport Planning Society (TPS). The TPS was formed in 1999 with the aim of developing a challenging professional environment for all engaged in transport planning. As such it has engaged the direct support of the four Institutions with a direct interest (namely ICE, IHT, ILT and RTPI). In particular TPS has focussed on events to involve younger transport planners.

<sup>12</sup> Regional Transport Programme 2001-2002, DRD, June 2001

### ***Need for Enforcement***

B4.2.9. The success of certain elements of the Strategy would be dependent on their effective enforcement. Examples include:

- (i) bus lanes along Quality Bus Corridors;
- (ii) pilot priority lane for use by goods vehicles, buses/coaches, taxis and private vehicles with 2 or more occupants;
- (iii) speed enforcement (for example in Home Zones);
- (iv) waiting restrictions and management of on-street car parking; and
- (v) the use of SMART Cards to apply fare levels on public transport.

B4.2.10. In view of the successful operation of similar initiatives elsewhere in the United Kingdom, it is considered reasonable that they could be effectively enforced in Northern Ireland. However, it is noted that their success would require close co-operation with Roads Service, Translink and the Police Service of Northern Ireland.

### ***Assessment of Performance through Piloting***

B4.2.11. The Strategy contains a number of initiatives to be assessed through strategically important pilot projects, including:

- Rapid Transit in the Belfast Metropolitan Area;
- Priority Lane in the Belfast Metropolitan Area;
- Demand Responsive Transport in Rural Areas; and
- Urban bus route networks in towns outside Belfast.

B4.2.12. The results of the pilot schemes would dictate the extent of any future roll-out of these initiatives.

### ***B4.3. Public Acceptability***

B4.3.1. The development of the Strategy was supported and informed throughout by a comprehensive consultation process. This included the publication of a Consultation Paper in January 2001<sup>13</sup> and subsequent feedback, meetings with key stakeholder representative groups, the establishment of a website, attitudinal research, a working conference and the subsequent publication of an independent report on the conference. Each of these elements of consultation is described on the RTS website: [www.drdni.gov.uk/rts](http://www.drdni.gov.uk/rts). The consultation process interim report<sup>14</sup>, produced in September 2001, provided a summary of the main stages of the consultation process up to that time.

<sup>13</sup> Developing a Regional Transportation Strategy – A Consultation Paper, DRD, January 2001

<sup>14</sup> Developing a Regional Transportation Strategy – Consultation Process Interim Report, DRD, September 2001

## **Acceptance of the Strategy**

- B4.3.2. Emerging strategies (prepared at two enhanced funding levels) were presented at the RTS working conference on 28<sup>th</sup> September 2001. The conference was attended by over 200 delegates representing a wide range of stakeholders. An independent report of the conference<sup>15</sup>, produced by Community Technical Aid in October 2001, presented the views and comments expressed by the delegates regarding the emerging strategies.
- B4.3.3. The main outcome of the conference was a broad consensus in support of the majority of initiatives outlined in the emerging strategies with a caveat that only the higher funding level would be acceptable. For this reason, the subsequent Proposed Strategy<sup>16</sup> was based on the emerging strategy at the higher funding level.
- B4.3.4. The Proposed RTS was issued for consultation in February 2002. A consultation process report<sup>17</sup> has been produced which addresses the Public Acceptability issues in detail.
- B4.3.5. In summary Public Acceptability was the primary reason for supplementing the Proposed RTS with the following additional initiatives:
- an additional £76 million to provide £100 million for rapid transit in Belfast;
  - an additional £86 million to accommodate increases in the estimates for rail infrastructure costs<sup>18</sup>;
  - an additional £66 million for increased public transport capacity;
  - an additional £18 million in total towards the concessionary fares scheme and the Transport Programme for People with Disabilities; and
  - an additional £163 million to provide increased strategic highway improvements.
- B4.3.6. It was also recognised that demand management measures would be needed in Belfast in order to:
- maximise the contribution of the additional public transport investment; and
  - reduce the possible negative impacts of additional private car use.
- B4.3.7. The Strategy's integration with the Regional Development Strategy would enable it to contribute to the objectives of the Programme for Government. It would also contribute directly to each of the five priority areas as outlined in Chapter 2 of this document<sup>19</sup>. It would also strongly support a range of other Government policies

<sup>15</sup> Developing a Regional Transportation Strategy – Report of Consultation Conference held on 28 September, Community Technical Aid, October 2001

<sup>16</sup> Proposed Regional Transportation Strategy for Northern Ireland – A Consultation Paper, February 2002

<sup>17</sup> Regional Transportation Strategy for Northern Ireland 2002-2012 – Consultation Process Report, July 2002

<sup>18</sup> Over the period between the preparation of the Proposed RTS and RTS, significant upward market adjustments have affected cost estimates for track relay work and railway safety improvements.

<sup>19</sup> The five priority areas are Growing as a Community, Working for a Healthier People, Investing in Education and Skills, Securing a Competitive Economy and Developing North/South, East/West and International Relations

as recorded under the 'Other Government Policies' sub-objective within the Appraisal Summary Table at Annex A.

***Political Opinion***

- B4.3.8. The area of transportation is developing an increasingly higher political profile with growing recognition of the strategic importance of our transport infrastructure and services to the future economic and social well-being of the region. There is now an acceptance that investment in roads and public transport is a top priority in the budget, along with health, education and water and sewerage services.
- B4.3.9. In 2000 the Assembly made substantial allocation of additional funds to rail (as an outcome of the work of the Railways Task Force) and to road (for the upgrade of the Eastern Seaboard Corridor) in 2001.
- B4.3.10. There has been considerable political engagement in the RTS consultation process with representatives from local authorities and many political parties submitting responses to the consultation paper, attending consultation meetings, maintaining ongoing contact with the RTS Development Team and attending the RTS conference. The Assembly's Regional Development Committee was also closely involved throughout the development of the Strategy. It was kept informed through meetings, presentations and reports and has regularly contributed views and suggestions to the RTS Development Team. The Minister for Regional Development played an instrumental role in the development of the Strategy and highlighted to both the Assembly and the general public the urgent requirement for a significant increase in funding for transportation.
- B4.3.11. The consultation process demonstrated that there is strong political support for and some opposition to various elements of the Strategy. Examples include:
- (i) the improvements to public transport in Belfast (eg, Quality Bus Corridors, enhanced Citybus Centrelink service and rapid transit) would be likely to receive broad political support. Belfast City Council, surrounding local authorities and political parties called for the upgrading of bus services generally while Newtownabbey Borough Council supported Quality Bus Corridors in particular. Belfast City Council and Castlereagh Borough Council strongly supported the need for a rapid transit scheme to demonstrate a strong forward thinking vision within the RTS;
  - (ii) the inclusion of bus based Park & Ride services would be

- likely to receive political support. Park & Ride around Belfast was supported by Belfast City Council, surrounding local authorities, political parties and a number of MLAs;
- (iii) the retention and improvement of the existing rail network was widely supported by local authorities, political parties and a number of MLAs. Mothballing of services north and north-west of Ballymena would lead to strong opposition from the Northern Corridor Group<sup>20</sup> and Derry City Council. Mothballing of services north of Whitehead would lead to strong opposition from Larne, Carrickfergus and Newtownabbey Borough Councils. The mothballing of rail services between Antrim and Knockmore would be likely to lead to strong opposition from some MLAs, political parties and several local authorities, notably Lisburn and Antrim;
  - (iv) in June 2000, the Assembly unanimously supported a motion that noted with concern the poor state of the public transport system in Northern Ireland and the urgent need for the problem to be addressed;
  - (v) local authorities with market towns have voiced opposition to the proposals for management of public car parking, arguing that the creation of Controlled Parking Zones and Special Parking Areas would make public car parking less attractive in town centres and encourage shoppers to travel to out-of-town centres; and
  - (vi) strategic highway improvements on the Key Transport Corridors (KTCs) would be likely to receive strong support from local authorities, political parties and MLAs. There could be concern, however, where there was perceived to be an inadequate number of schemes in a particular area or on an individual KTC.

### ***Impact on Specific Sections of the Community***

B4.3.12. An Equality Impact Assessment of the Strategy has been prepared. It has sought to identify any differential impacts within the Equality groupings listed under Section 75 of the Northern Ireland Act 1998. The full Equality Impact Assessment is available on the RTS website or on request from the RTS Secretariat.

B4.3.13. The Distribution and Equity Supporting Analysis not only considers Equality issues but also looks at how the Strategy targets particular sections of the community under the New Targeting Social Need and Promoting Social Inclusion initiatives.

<sup>20</sup> The Northern Corridor Group consists of the following six Councils: Antrim Borough Council, Ballymena Borough Council, Ballymoney Borough Council, Moyle District Council, Coleraine Borough Council and Limavady Borough Council

***Commitment of those responsible for delivering the Strategy***

- B4.3.14. Translink and Roads Service will be the two bodies responsible for the practical delivery of most of the initiatives within the Strategy. Both organisations were closely involved in all stages of strategy development with representatives attending the Project Board, being members of the Extended Project Team and participating in various Working Groups.
- B4.3.15. The Project Board, Extended Project Team and Working Groups also contained representatives from other Divisions within the Department for Regional Development (DRD) and from other Government Departments who will either be involved in the implementation of the Strategy or whose activities will be influenced by it.
- B4.3.16. There was a widespread view that there should be more compliance and co-operation between Government Departments in delivering the Strategy with a need for a multi-departmental implementation committee to ensure regional and multi-departmental delivery. There was an Inter-Departmental Working Group and an RTS Implementation Working Group. The latter contained representatives from DRD, Department of the Environment, Driver and Vehicle Licensing Northern Ireland, Driver and Vehicle Testing Agency and Translink.
- B4.3.17. The Implementation Working Group considered delivery aspects of the Strategy, the production of Transport Plans and other related areas including the taxi industry, transport licensing, legislation and school transport.

## **Annex C**

### **C1.0 Other Transportation-Related Initiatives**

#### **C1.1. Related Initiatives (on-going or planned) by Department for Regional Development**

- (i) Monitoring and Evaluation of the Regional Development Strategy (RDS): Agreement has now been reached with all Northern Ireland Departments and the Assembly Regional Development Committee on the approach to be taken and the indicators to be used to monitor the implementation of the RDS. This process will ensure that the RDS objectives can be met and the need for any necessary correcting action flagged up at an early stage. An inter-departmental steering group that will produce an annual report on progress will co-ordinate this process. The first report is to be prepared before 31 December 2002. Details of Regional Transportation Strategy (RTS) targets and arrangements for monitoring and review are set out in Chapter 7 of that document.
- (ii) Publish strategic Planning Policy Statements on 'Transportation and Land Use' and 'Housing in Settlements' by July 2002 and on 'Retailing and Town Centres' and 'The Countryside' by September 2003.
- (iii) Review the Transport Programme for People with Disabilities by summer 2002.
- (iv) Continue to liaise with Department of the Environment (DOE) and local authorities during the review and assessment of local air quality and where the need to establish Air Quality Management Areas is identified, confirm specific measures in transport plans.
- (v) Review tourist signing policy in Northern Ireland in conjunction with Northern Ireland Tourist Board. The aim is to deliver visitor focussed, high quality tourist signing across the region. The review will seek to meet the needs of tourists without having a detrimental effect on road safety or the rural environment.

#### **C1.2. Related Initiatives (on-going or planned) by Other Government Departments and Public Sector Organisations**

##### **Department of Agriculture & Rural Development (DARD)**

- (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

promotion of mobile solutions, innovative use of Information Communications and Technology in service delivery and/or joint provision of rural services.

### ***Department of Education (DE)***

- (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.
- (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.

### ***Department for Employment & Learning (DEL)***

- (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.

### ***Department of Enterprise, Trade & Investment (DETI)***

- (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.
- (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.

### ***Department of Finance & Personnel (DFP)***

- (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.

### ***Department of Finance & Personnel (DFP) and Office of the First Minister and Deputy First Minister***

- (viii) A Working Group under the joint chairmanship of DFP and the Economic Policy Unit was established to oversee the review of the use of Public Private Partnerships in helping to address the infrastructure investment deficit in public services. In accordance with the commitment in the Programme for Government the Working Group report was submitted to Ministers by March 2002 and is now subject to consultation until September 2002.

### ***Department of Health, Social Services & Public Safety (DHSSPS)***

- (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 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.

### ***Department of the Environment (DOE)***

- (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.

- (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.
- (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.
- (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 Ireland (subject to progress on parallel legislation 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.
- (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.
- (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, DOE Planning Service has initiated a review of Planning Policy Statement (PPS3). This PPS, now to be entitled "Access, Movement and Parking", will set out the Department's planning policy for vehicular and pedestrian access, protection of transport routes, transport assessments, and parking provision including parking standards. The review will be subject to consultation with the public, elected representatives and key interests groups. 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 significant amount of work will be required to assess the likely road safety benefits before decisions could be taken.

- (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.
- (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.
- (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.

### ***Department for Social Development (DSD)***

- (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.

### ***Police Service of Northern Ireland (PSNI)***

- (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.
- (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.

## Annex D

### D1.0 Expected Outcomes at 2012

D1.1 The Strategy expected changes from 2001 to 2012 are presented in Figure 7.1 and explained in the accompanying text in Chapter 7. The changes in Figure 7.1 can be broken down as illustrated in Figure D1 as follows:

- Reference Case 2012 versus 2001 – the effects of external factors including demographic changes and growth in car ownership to 2012; and
- Strategy 2012 versus Reference Case 2012 – the effects of the additional initiatives contained in the Strategy at forecast year 2012 compared with the Reference Case at forecast year 2012 (as the 2012 external factors are included in both forecasts, their effects effectively ‘cancel out’).

These changes combine to give Strategy 2012 versus 2001 – as presented in Figure 7.1.

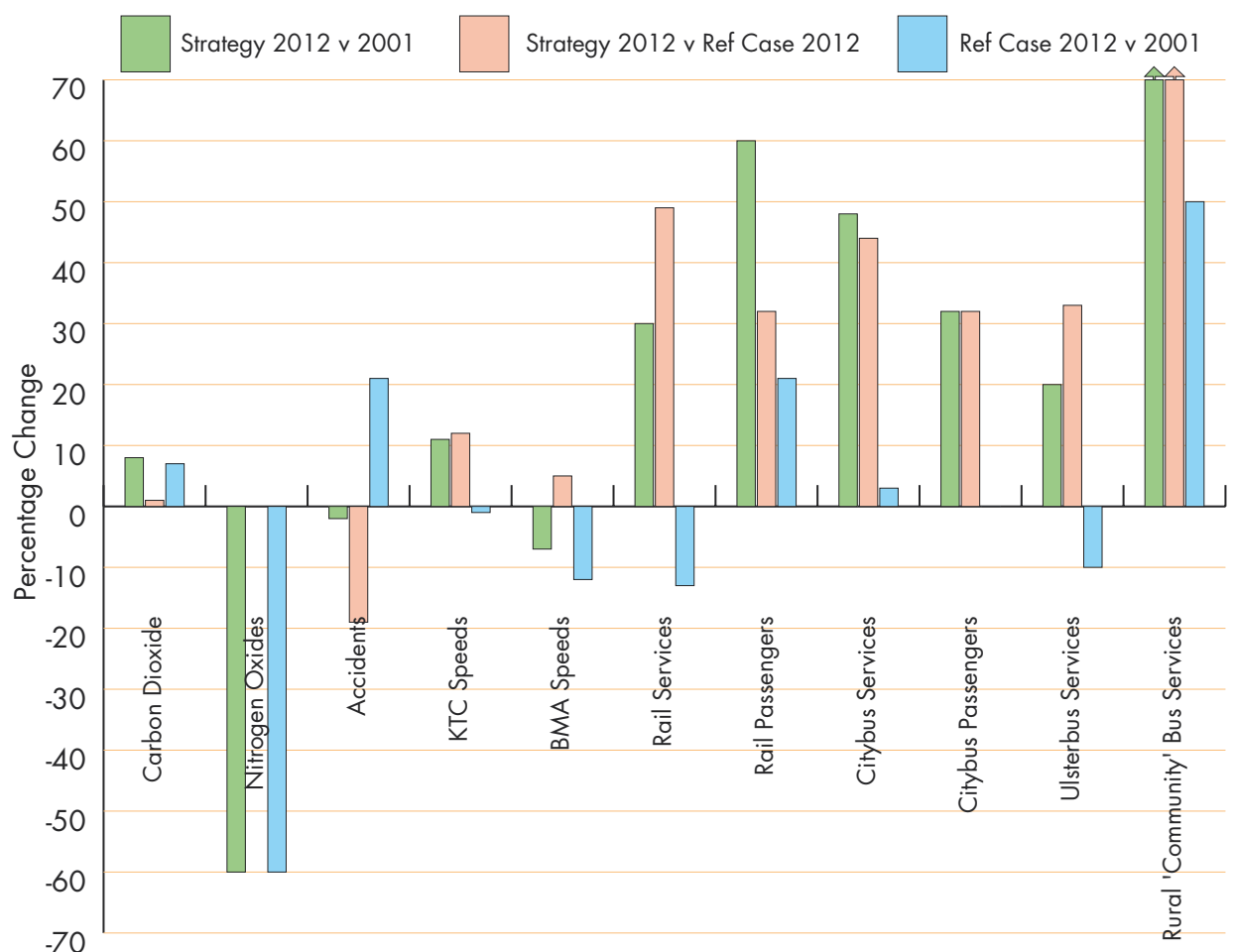


Figure D.1 Expected Outcomes at 2012

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Road Traffic (NI) Order 1981 (Article 79A)

Documents relevant to Licensing of PSVs (Taxis):

County Borough of Belfast By-laws 1951

Public Service Vehicle Regulations (NI) 1985

Public Service Vehicle Regulations (Conditions of Fitness, Equipment and Use) Regulations (NI) 1995

Road Traffic (NI) Order 1981 (Articles 60 and 61)

Documents relevant to Bus Licensing:

A Guide to Licensing for Passenger Service Operators, RTLD, 2001

Transport Act (NI) 1967 (Part II)

## Annex F

### Glossary Of Terms

AST	Appraisal Summary Table
AWS	Automatic Warning System
BMA	Belfast Metropolitan Area, this includes the city of Belfast and the adjoining urban parts of the Council areas of Carrickfergus, Castlereagh, Lisburn, Newtownabbey and North Down.
Chancellor's Initiative	In May 1998 the Chancellor of the Exchequer announced a £315 million economic strategy aimed at promoting enterprise and encouraging investment throughout Northern Ireland. Within this the Chancellor allocated £87 million for a major programme of works to upgrade the strategic roads network
CO <sub>2</sub>	Carbon Dioxide
DARD	Department of Agricultural & Rural Development
DBFO	Design, Build, Finance and Operate
DCAL	Department of Culture, Arts & Leisure
DDA	Disability Discrimination Act (1995)
DE	Department of Education
Demand Responsive Transport (DRT)	A transport system which provides services, according to pre-booked demands only. A dial-a-ride scheme providing door-to-door transport following a telephone booking is a common example. This contrasts with a fixed system on which services run at predefined times and to a predefined route (ie, as specified in a timetable)
DEL	Department for Employment and Learning (formerly Department of Higher & Further Education, Training & Employment (DHFETE))
DETI	Department of Enterprise, Trade & Investment
DETR (now DfT)	Department for the Environment, Transport and the Regions (now Department for Transport)
Development Plans	Development Plans are prepared by the Department of the Environment to cover the development and use of land in Northern Ireland. The Development Plan for each area sets out detailed policies and specific proposals for land allocations needed to support the life of the local community and social and economic progress.
DfT	Department for Transport
DFP	Department of Finance and Personnel
DHSSPS	Department of Health, Social Services & Public Safety
DOE	Department of the Environment
DRD	Department for Regional Development
DSD	Department for Social Development
DTLR (now DfT)	Department for Transport, Local Government and the Regions (now Department for Transport)
EU	European Union
GDP	Gross Domestic Product
GOMMMS	Guidance On the Methodology for Multi-Modal Studies
HM	Her Majesty

Home Zone	A Home Zone is a street or group of streets designed primarily to meet the interests of pedestrians and cyclists rather than motorists, opening up the street for social use.
ICE	The Institution of Civil Engineers
IHT	The Institution of Highways & Transportation
ILT	The Institute of Logistics & Transport
KTC	Key Transport Corridor – acting as the upper tier of regionally important routes (road and rail), the KTCs are those strategic long distance routes which connect a number of towns and provide links to the major regional gateways, including linkages to the transport corridors within the Belfast Metropolitan Area.
Kyoto Protocol	The Kyoto Protocol to the United Nations Framework Convention on Climate Change was adopted by the Third Conference of the Parties to that convention in December 1997. This protocol set a precedent in that it contains legally binding reduction targets for all major greenhouse gases and represents a major step in international efforts to avert the threat of climate change.
MLA	Member of the Legislative Assembly
National Cycle Network	Network comprising traffic free, traffic calmed or lightly traffic routes for cyclists and pedestrians. NCN currently provides 6000 miles of cycling and walking throughout the UK, by 2005 this will be extended to 10,000 miles
NIR	Northern Ireland Railways
NISRA	Northern Ireland Statistics & Research Agency
NITHC	Northern Ireland Transport Holding Company
OFMDFM	Office of the First Minister and Deputy First Minister
OUA	Other Urban Areas - Those towns described as main or local hubs in the RDS and other towns outside the BMA with a population greater than 5000. Includes: Antrim, Armagh, Ballycastle, Ballyclare, Ballymena, Ballymoney, Ballynahinch, Banbridge, Coleraine, Comber, Cookstown, Craigavon, Downpatrick, Dungannon, Enniskillen, Kilkeel, Larne, Limavady, Londonderry, Lurgan, Magherafelt, Newcastle, Newry, Newtownards, Omagh, Portadown, Portrush, Portstewart, Strabane and Warrenpoint.
PFI	Private Finance Initiative
PPP	Public Private Partnership
PPS 3	Planning Policy Statement on Access Movement and Parking
PPS 13	Planning Policy Statement on Transportation and Land Use
Programme for Government	A programme incorporating the Executive's agreed budget linked to policies and programmes which, under the Agreement, is subject to approval by the Assembly, after scrutiny in Assembly Committees, on a cross-community basis.
PSA	Public Service Agreement
QBC	Quality Bus Corridor – A bus route with high quality infrastructure, (stops with information, shelters with seats) and vehicles (new low floor bus designs) and appropriate priority over general traffic.
Quality Partnership	An arrangement set up to ensure that best value can be achieved in delivery of a project or initiative by harnessing the resources of main stakeholders, for example, the Pilot Traffic Calming Partnerships established by Roads Service to improve consultation with community representatives

# Regional Transportation Strategy

for Northern Ireland 2002 - 2012

Quiet Lanes	Quiet Lanes are networks of specially designated rural roads where the use of motor vehicles is discouraged or limited for the benefit of pedestrians, cyclists and horse-riders.
Rapid Transit Scheme	A general term for a new type of quality public transport service offering improved speed, comfort and access features over conventional public transport services. In order to achieve the speed improvement, the service will operate (for at least part) on an exclusive route, unaffected by highway congestion. Examples include Guided Bus and Light Rail.
RDS	Regional Development Strategy
Reference Case	Reference Case is equivalent to 'existing funding level continued'
RRI	Reinvestment and Reform Initiative-this initiative was announced by the Prime Minister and the Chancellor on 1st May 2002 and provides Northern Ireland with an opportunity to reduce the major deficits in its investment in strategic infrastructure and to modernise key services.
RSTN	Regional Strategic Transport Network - is made up of the rail system, five Key Transport Corridors, four link corridors, and the Belfast Metropolitan Area transport corridors, along with the remainder of the trunk road network.
RTF	Railways Task Force - Established in April 2000 under the joint chairmanship of the Department and NITHC to identify the range of options for the future of the railway network in Northern Ireland following a major review of railway safety. The RTF Interim Report was published in September 2000.
RTFC	Funding from the government for the Railways Task Force Consolidation is £103 million, split over 3 financial years.
RTPI	The Royal Town Planning Institute
RTS	Regional Transportation Strategy
Rural Transport Fund	Package of additional funding to increase accessibility and mobility by public transport in the countryside.
Safer Routes to Schools Initiative	Policies which will help reduce the need for children to be driven to school by providing and promoting the use of safer routes for walking and cycling to schools.
SMART card	Self Monitoring Analysis and Reporting Technology
Supply chain management	Current industry practice for the co-ordinated control of the movement of goods and associated information at all stages of the business process – from sourcing raw materials through manufacture to delivery of the goods to the consumer
TPSI	The Transport Planning Skills Initiative has been established to tackle the current shortfall in transport planning professionals in the UK. The TPSI is led by the Transport Planning Society (TPS) and has engaged the direct support of the four Institutions with a direct interest (namely ICE, IHT, ILT and RTPI).
TPWS	Train Protection Warning System
Trans European Network (TENS)	Purpose of TENS lies in the general objective of economic and social cohesion, and one of the main aims is to link island, landlocked and peripheral regions with the central regions of the European Community.
Translink	Translink is the name used to describe the integral organisation comprising the three operating companies Northern Ireland Railways, Ulsterbus and Citybus.