

Regional Transportation Strategy  
for Northern Ireland 2002-2012

# Annual Monitoring Report 2002-2003

## Transportation Vision

*"To have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life."*

This document is available on the Regional Development Strategy (RDS) website at [www.drdni.gov.uk/shapingourfuture](http://www.drdni.gov.uk/shapingourfuture)

Enquiries about this document, or the Regional Transportation Strategy 2002-2012 and its associated Equality Impact Assessment, Consultation Process Report and Pilot Health Impact Assessment should be directed to the Regional Planning and Transportation Division (RPTD) at the contact details below, or through the website.

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# Ministerial Foreword



**John Spellar MP**

As Minister for Regional Development, I am pleased to present the first Regional Transportation Strategy Annual Monitoring Report.

The Regional Transportation Strategy, which was agreed by the Northern Ireland Assembly on 3rd July last year, was the product of robust research and analysis and a high quality consultation process across all sectors of Northern Ireland society. The formulation of the Strategy signalled an important move away from the ad-hoc, piecemeal approach to transportation that was all too common in earlier decades.

Having a well developed and publicly acceptable strategy is a good start – but we must now convert our strategic plans into action. Achieving that requires Departments, agencies, councils, business, the voluntary and community sectors and individuals to work together to benefit the region as a whole. The challenge now will be to make sure that those priority actions agreed at local level support the key objectives of the strategy. This will be achieved through the process of developing transport plans, for the Belfast Metropolitan Area, the Sub-Region and the Regional Strategic Transport Network.

Government has made a firm commitment to the implementation of the Regional Transportation Strategy, as demonstrated in the recent Budget announcement, which provided £135m additional funding to support it over the next three financial years. This report details how that money will be spent to improve our roads infrastructure and the public transport system

Transportation is rightly high on the Government's agenda. It is critical to our future physical, social and economic development. The key challenge we face is to maintain an efficient road system for business and to moderate the over-reliance on the private car by encouraging a modal shift to other, more efficient and environmentally sustainable modes.

I am pleased with the progress made in this, the first year of the RTS, but the momentum must be maintained. There is much catching up to do to ensure that transportation is capable of making the contribution it must to sustainable living.

**John Spellar MP**

August 2003

# Introduction

1. When it was published in September 2002, the Regional Transportation Strategy represented the product of nearly two years work by the Department for Regional Development. The RTS sets out a strategic framework for the future planning, funding and delivery of transportation for the region and contrasts with the preceding decades of ad hoc approaches and critical under-investment. The work in producing the RTS was immediately successful in placing transport and investment in public transport and roads as a major priority alongside health and education.
2. The recent Budget announcement demonstrated a clear and firm commitment to the implementation of the RTS, providing a significant funding provision approaching RTS levels to support it over the next three financial years. The Department is now able to plan within a three-year horizon of much greater certainty allowing commitment to necessary investment in public transport and to much needed schemes to relieve bottlenecks.
3. This document is the first report on the work to date in implementing the RTS. The Department has initiated mechanisms to monitor and report on progress in implementing the RTS and will draw upon these sources to report more fully in future years. It is important to maintain the momentum built up during the development of the RTS. The Department is fully committed to demonstrate transparently how effectively the RTS is being progressed and the difference that the strategy is making, even at this early stage in its implementation.

## *Contents of the Report*

4. This report is in two sections:
  - Section A provides an overview of the main highlights during 2002/03. This section includes two monitoring tables that detail positional statements on the implementation of initiatives contained in the RTS for which, responsibility rested respectively with DRD or other departments; and
  - Section B represents a financial summary covering the financial years 2001/02 and 2002/03 using out-turn and initial outturn figures respectively, and initial allocations for 2003/04 and preliminary allocations for 2004/05 and 2005/06.
5. Associated with this report is the Regional Transport Programme which describes in detail the Department's transport initiatives and schemes across Northern Ireland for the 2002/2003 financial year together with initiatives to be implemented by other bodies. As well as reviewing progress made in 2002/03, the Regional Transport Programme outlines a programme of anticipated work for 2003/04.

# Section A

## Background

1. The strategic direction and underlying principles of the Regional Transportation Strategy (RTS) 2002-2012 were unanimously agreed by the Northern Ireland Assembly on 3 July 2002. The purpose of the RTS is to support the Regional Development Strategy and to make a significant contribution towards achieving the longer-term transportation vision:

*“To have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life.”*

2. The RTS identifies a £3.5 billion programme of work that should be carried out over the 10 years to 2011/2012. However, it is important to note that, in relation to the level of public expenditure funding for the Strategy, the outcome will be determined through the normal Budgetary process which will take account of the financial needs of other Departments and decisions on priorities. The rate of progress in implementing the RTS initiatives, both public transport and highways, will clearly be dependent on the level of funding secured.
3. In addition, as far as capital works are concerned, commitments to implement major infrastructure schemes cannot be given until appropriate economic and other relevant assessments have been considered, and statutory procedures (which may result in public inquiries) have been satisfactorily concluded.

## Funding

4. In December 2002, budget announcements for 2003/04 – 2005/06 confirmed the priority accorded to transportation. Parliamentary Under-Secretary of State for Regional Development, Angela Smith, MP, unveiled plans for the most significant investment in Northern Ireland’s roads and public transport infrastructure in decades.
5. The budget provided an additional £135 million in support of the Regional Transportation Strategy (RTS) allowing a very significant programme of transportation infrastructure improvement to be undertaken (see under the sub-headings *Roads* and *Public Transport* below).

### Roads

- Additional money for roads structural maintenance will bring the total annual investment to £67m, a level close to that recommended in the RTS.
- During the 3 year period, a package of major road improvements will be progressed along the Eastern Seaboard Corridor to include:
  - o further dualling on the A8 Belfast to Larne road.
  - o dualling the A1 Loughbrickland to Beech Hill; and
  - o the dualling of the A1 Newry to Dundalk (Northern Ireland section).
- Additional major schemes will include:
  - o strengthening of the Foyle Bridge;
  - o construction of the Skeoge Link in Londonderry; and
  - o Stage 3 of the Omagh Throughpass.

- A wide range of local transport and safety measures will be funded throughout Northern Ireland.

### *Public Transport*

- An extra £37m will be provided over the next 3 years to enable Translink to purchase over 300 new state of the art low floor buses, fully accessible for people with disabilities.
- An extra £40m over the next 3 years will enable Translink largely to complete the consolidation of the core of the existing rail network and improve safety. This is in addition to the allocation provided over the period 2001/02 – 2003/04 which made provision for the procurement of 23 new trains – due for delivery starting in December 2003.
- Over £52m will be provided over the next 3 years for the existing Concessionary Fares Scheme, while a further £4m will enable the scheme to be extended to include half fare travel for more categories of people with disabilities.
- An additional £7.2m has been allocated over 2004/05 – 2005/06 to extend the Transport for People with Disabilities Scheme.
- £6m has been allocated over the next 3 years to introduce revenue subsidy for bus services. This is mainly in response to the difficulties facing Translink in maintaining uneconomic routes.
- In year 2005/06, £7m of new money has been allocated towards bus park and ride schemes, the refurbishment of bus and rail stations and bus workshops and an additional £2.3m

has been allocated to enhance the rural transport schemes.

## M1/Westlink

6. The M1/Westlink strategic traffic corridor forms part of the Trans-European Road Network and the Eastern Seaboard Corridor (one of the key transport corridors identified in the Regional Development Strategy). It is the main access route to the south and west of the region and to the Republic of Ireland. Within Belfast, it provides access to the largest commercial area in Northern Ireland, as well as the major commercial and passenger Port of Belfast and Belfast City Airport.
7. Following the publication of Environmental Statements in July and November 1999 and public inquiries into the statements in November 2000, the Notice of Intention to Proceed was published on 20 September 2001.
8. On 8 May 2002 the Minister for Regional Development announced the publication of the draft Designation Order for the M1/Westlink scheme, which is equivalent to a planning application. In response to a relatively small number of objections to the Department's proposals a public inquiry was held in November / December 2002. On 14 March 2003 the Minister announced the making of the Designation Order for the scheme. The next step in the statutory process is to publish the notice of intention to make a Vesting Order.
9. However, the first phase of the M1/Westlink Project can progress without any additional land. This involves widening the M1 to provide three lanes in each direction between Black's Road and Stockman's Lane junctions and is due to

commence in August 2003. The scheme costing £6 Million will be funded through the Strategic Investment Programme.

10. The viability of progressing the main part of the works, estimated to cost between £70 and £80 million, through a Public Private Partnership (PPP) is currently being assessed. The overall package of improvements to the M1 motorway and Westlink includes:

- widening the M1 between Black's Road and Broadway junction to dual three-lane motorway;
- dual 3 lane underpass at Broadway and underpass at Grosvenor Road;
- widening Westlink to dual 3 lane road between Broadway and Divis Street junctions;
- modifying the Roden Street/Mulhouse Road signalised junction;
- bus priority measures between Broadway and Roden Street;
- segregated cycleway/footway between Broadway and Grosvenor junction; and
- bridge strengthening measures at Stockman's Lane junction, including concurrent improvements at the ground level roundabout.

## Strategic Investment Programme

11. The £2 billion Strategic Investment Programme was announced on 11 December 2002 with the details of the included projects subsequently announced on 19 February 2003 by Finance Minister, Ian Pearson MP. The plans include funding for upgrading of the Westlink

and the M1 approach to Belfast (see M1/Westlink above), the acquisition of new buses for the Translink fleet, railway infrastructure projects including the track relay on the Bleach Green to Whitehead line as well as investment in preliminary preparation work for a potential Rapid Transit Network for Belfast.

12. Also announced was the establishment of the Strategic Investment Board, which was first unveiled in outline form at the launch of the Reinvestment and Reform Initiative (RRI) by the Prime Minister and the Chancellor alongside the then First Minister and Deputy First Minister in May 2002. The Board will be responsible for guiding the £2 billion Strategic Investment Programme – the route map for upgrading Northern Ireland's infrastructure. The Reinvestment and Reform Initiative provides the option of using additional revenues to lever lower cost borrowings.
13. £11 million was secured through RRI funding to maintain the surfaces and underlying structures of roads and footways during 2002/03 and an extra £23 million for use during 2003/04.
14. £1 million was secured through RRI funding for bus grants during 2002/03 and an extra £4 million for use during 2003/04.

## Private Sector Involvement

15. The Department is investigating the potential for increased private sector involvement in the provision of transportation infrastructure and services. PPP deals combined with the RRI programme will enable the region to address the infrastructure deficit more quickly than could ever be the case with reliance on public expenditure alone. Upgrading the M1 and Westlink through

the Design, Build, Operate and Finance method of PPP is being actively advanced.

## Transport Plans

16. Delivery of the RTS is being progressed through three transport plans:
  - a Regional Strategic Transport Network Transport Plan;
  - a Belfast Metropolitan Transport Plan; and
  - a Sub-Regional Transport Plan.
17. Preparatory work on the Belfast Metropolitan Transport Plan (BMTP), which will inform the Belfast Metropolitan Area Plan, was already under way before the Assembly agreed the strategic direction and underlying principles of the RTS. Significant progress has been made, and an emerging Plan for 2015 and draft Preferred Strategy for 2025 were reported to stakeholders during a working Conference held on 10 February 2003. It is expected that the BMTP will be finalised in the autumn of 2003.
18. Project teams were set up in early Autumn 2002 to commence work on the other two plans. The Regional Strategic Transport Network Transport Plan (RSTNTP) is on schedule for completion by December 2003 and the Sub-Regional Transport Plan (SRTP) for 2006. Methodologies for both the RSTNTP and SRTP have been developed to ensure a comprehensive approach across the range of transport and land use interests. The methodologies include roles for Agencies and Divisions in DRD (Roads Service, Transport Policy and Support Division and Regional Planning and Transportation Division) as well as DoE Planning Service, Northern Ireland Transport Holding Company (NITHC) and Translink.

19. Significant progress has been made on developing the RSTNTP and it is planned to consult key stakeholders on the details of the emerging Plan through a Working Conference to be held in September 2003.
20. Local transport studies in support of the SRTP will be undertaken in a phased programme as required by the Development Plan programme. However, in particular, due to the requirements now set by the draft Planning Policy Statements PPS3 and PPS13, specific supplementary transport studies are required in the short term for a number of Development Plans currently in an advanced state of preparation. These supplementary transport studies will be advanced by the SRTP project teams throughout 2003/04.

## Accessible Transport Strategy

21. Preliminary work has been carried out by the Department and a number of workshops and meetings to identify key issues and themes are planned with key stakeholders for Autumn 2003. An outline Accessible Transport Strategy will be prepared by December 2003 and the final strategy produced by December 2004.

## Delivery Structures

### *Regional Transportation Strategy Steering Group*

22. The Implementation of the RTS is overseen, monitored and reviewed by the Regional Transportation Strategy Steering Group. This group is co-chaired by the Director of Regional Planning and Transportation and the Chief Executive of Roads Service and is comprised of senior Transportation, Roads Service

and Planning officials and representatives from the NITHC and transport operators Translink.

### ***Integrated Transport Stakeholder Group***

23. The Department has progressed significantly work on the establishment of an Integrated Transport Stakeholder Group (ITSG) to assist in the effective implementation of the RTS. ITSG will offer advice to the Minister and Department on the implementation of the strategy and membership will be broadly based and representative of social partners. It will include representatives of environmental, consumer and community interests, trade union, professional and business groups. Organisations have been invited to nominate representatives and it is expected that the first meeting of ITSG will be held in Autumn 2003.

### ***Regional Development Strategy Inter-Departmental Steering Group***

24. The Regional Transportation Strategy is a daughter document of the Regional Development Strategy. A high level Inter-Departmental Steering Group chaired by the Minister for Regional Development has been set up to oversee the implementation of the RDS. In addition, monitoring and evaluation arrangements were agreed with the Regional Development Committee of the Assembly which include a set of targets and indicators to track progress on achieving key objectives of the Strategy. To fulfil the statutory requirement to co-ordinate the implementation of the RDS, innovative and participative sub-regional arrangements are being introduced over the next year through a series of seminars involving key stakeholders.

### ***Regional Planning and Transportation Division***

25. A dedicated Regional Planning and Transportation Division has been created to improve and enhance the Department's transportation related organisational structure. At the same time the Department is committed to establishing a Data Monitoring and Modelling Unit which will commence data monitoring by the end of 2003 and assist in the evaluation and future reviews of the RTS.

### ***New Start for Public Transport***

26. Proposals for reform of the governance, planning and delivery of public transport were published for consultation in September 2002 under the title of "A New Start for Public Transport in Northern Ireland". The replies to the public consultation and an independent overview of the responses were published on the DRD internet site in January 2003 ([www.drdni.gov.uk/transportpolicy](http://www.drdni.gov.uk/transportpolicy)). The core points to emerge were:

- the majority of respondents agreed that a publicly-owned public transport body should continue to have a lead role in providing bus and rail services;
- about one third of the respondents were in favour of opening up the public transport market to controlled competition, whilst half said that more information is needed about the likely impacts of private sector involvement; and
- there was very strong support for the establishment of an independent public transport regulatory body.

27. DRD is in the process of establishing a centre of expertise within the Department on the economic performance of public

transport. Should a decision ultimately be taken to establish a public transport regulator, the proposed centre of expertise could evolve into the regulatory body. Legislation would be required to establish such a body.

28. The Department recently commissioned an independent study of the options for the future regulation of bus services in Northern Ireland. The objectives of the study are as follows:

To develop recommendations for the future regulatory framework for bus services in Northern Ireland, within which a public sector public transport provider will play a lead role in a market that may be progressively opened up to controlled competition; which will:

- promote the provision of efficient and high quality services to passengers at reasonable cost;
- ensure transparency as to value for money being obtained and the services being provided in return for subsidy from the taxpayer; and
- facilitate appropriate integration of public transport services.

29. Within the context of the Regional Transportation Strategy for Northern Ireland 2002 - 2012, the Belfast Metropolitan Transport Plan and the New Start for Public Transport in Northern Ireland publication, the Northern Ireland Transport Holding Company is about to embark upon a major organisational review of its group.

## Pilot Rapid Transit Scheme

30. The RTS proposes the provision of £100m for the 'commencement of a Rapid Transit

Network' in the Belfast Metropolitan Area (BMA) over the next 10 years. The potential location, nature and extent of a possible network, and its integration with other transportation proposals, are being considered as part of the development of the Belfast Metropolitan Transport Plan (BMTP).

31. At the BMTP Working Conference on 10 February 2003, an Emerging Plan to 2015 was presented. It proposed a pilot rapid transit scheme for the Belfast to Dundonald corridor and that the results of this pilot scheme, if implemented, would dictate the extent of any further development of the Rapid Transit Network. As with other initiatives detailed in the RTS and draft BMTP, the commencement of the implementation of a rapid transit network, and a pilot scheme in particular, will depend on the outcome of appropriate detailed economic and other appraisals, the availability of finance and also the successful progression of initiatives through the relevant statutory procedures.
32. The Department is currently taking forward appraisal work on the feasibility of the Rapid Transit proposal.

## Integrating Transport with Land Use and other Policies

33. The RDS promotes a balanced and equitable pattern of sustainable development across the region up to 2025. It recognises the need to improve the regional transportation network and identifies its fundamental relationship with the spatial development strategy in seeking to meet our economic, social and physical aspirations in a sustainable manner. It sets out the vision for a transportation system,

which will provide the skeletal framework for the development of the region.

34. An integral feature of the RDS was the production of the Regional Transportation Strategy (RTS) to enable Northern Ireland to create an integrated transportation system and catch up with and adopt the best transportation practice of other regions.
35. The RDS argues that better integration of transportation and land use will positively contribute to sustainable development in the following ways:
  - the integration of land use and transport planning at regional and local level will reduce the need to travel and will support more sustainable transport choices (RDS reference SPG-TRAN 3);
  - integration within, and between, different modes of transport, will promote genuine choice, allowing each mode to reach its full potential and offering seamless travel across modes (SPG- TRAN 2);
  - Government policies on education, health, economic growth, access to employment and targeting social need can be made more effective through better integration with transportation (SPG-TRAN 4, ECON 2-3, SRC 1-3); and
  - contributing to the creation of healthier living environments and the support of healthy lifestyles (SPG-ENV 6).
36. The Annual Report on Implementation of the RDS contains information on progress in achieving the strategic objectives, including those for transportation, set out in the RDS strategic planning guidelines (SPG).

## *Planning Policy Statements (PPS)*

37. The Department for Regional Development is moving forward on implementing the RDS. An integral part of this is the production of a series of Planning Policy Statements by the Department of the Environment (DoE) and DRD. These will offer guidance on elements of the RDS, translating the Strategic Planning Guidelines contained in the RDS into detailed planning policy guidance and operational policies. When published their content will be taken into account in preparing development plans and related documents. They will also be material considerations in the determination of individual planning applications and appeals.
38. The RTS indicates the ‘bridging’ nature of Planning Policy Statement (PPS) 13 ‘Transportation and Land Use’, being produced by DRD and PPS 3 ‘Access, Movement and Parking’ being produced by DoE. PPS 13 will build on the approach set out in the RDS. It will provide advice, primarily aimed at promoting better integration between land use and transportation planning, to help maximise the contribution of transport and other policies to improving our quality of life. This Planning Policy Statement will require consideration of alternative means of travel to the private car and, where appropriate, a reduction in the number and length of motorised journeys. It will do this through the promotion of greater integration and better linkages between home, schools, the workplace and leisure facilities.
39. New developments must increasingly take account of transportation needs. In this respect the DoE, Planning Service has consulted on a revised PPS 3 which

currently sets out those matters which are taken into account in determining planning applications involving development which affects the public road network and road safety and preparing development plans. The PPS will cover vehicular and pedestrian access, protection of transport routes, transport assessment and parking provision, including parking standards, and will embody Government's commitment to sustainable development, social inclusion and the promotion of a more integrated approach to transportation and land use planning.

40. A four month period of consultation on PPS 13 and PPS 3 concluded on 28 March 2003. It is anticipated that the final Planning Policy Statements will be published, having considered all comments received, by October 2003.

## Monitoring Tables

41. The RTS states that Regional Planning and Transportation Division and the Data Monitoring and Modelling Unit (DMMU) will monitor the performance of initiatives and review the continuing appropriateness of targets. The DMMU will be established by December 2003 and more detailed reporting on the RTS will be possible in future years.
42. The following tables identify the transportation-related initiatives in the RTS. Table 1 identifies the initiatives that DRD is undertaking in support of the RTS and Table 2 identifies those for which other Departments are responsible. The tables give an overview of the progress that has been made against each initiative.
43. Targets for 2012 (compared to 2001) are included in the RTS that take account of forecast external factors over which

the Strategy has little or no control and estimated changes due directly to the initiatives included in the Strategy. The RTS notes that interim targets will be determined to allow progress against the 2012 targets to be regularly assessed and adds that additional targets will be established. It is too early to consider these targets in this report and it is unlikely that data monitoring and transport studies will be far enough advanced in time to allow meaningful measurements in time for the 2003/04 report. These steps will, however, be carried out and considered in the annual report in future years.

# DRD Initiatives: Monitoring Table 1

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
5.3.1	Transport Related Initiatives		
(i)	<p>Future institutional arrangements for the planning, delivery and regulation of public transport in Northern Ireland – ‘A New Start for Public Transport in Northern Ireland’.</p>	<p>Publication of consultation document Sept. 2002</p> <p>By January 2003, to publish the response to the consultation</p> <p>By May 2003, to prepare a business plan for establishment of a shadow regulatory body</p> <p>By June 2003, to prepare a scoping study on the transfer of bus licensing from DOE</p> <p>By November 2003, to complete a review of the regulation of bus services</p> <p>By September 2004, to initiate the formal legislative process to introduce public transport reform legislation</p> <p>Assist NITHC to carry out an organisational review .</p>	<p>“A New Start for Public Transport in Northern Ireland” - is an SDA action “to improve the planning, delivery and governance of public transport”. The PSA target is “In support of the 10 year Regional Transportation Strategy target to introduce modern, sustainable, safe and integrated transport for everyone, we will improve and support public transport services.</p> <p>Consultation document published 17 September. Consultation closed 1 November.</p> <p>Achieved</p> <p>Contract awarded. Consultants to report by mid April 2003</p> <p>Joint DRD/DOE working group established</p> <p>Consultancy contract out to tender</p> <p>Awaits scoping study of policy issues</p> <p>NITHC preparing timetable for key tasks.</p>

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
(ii)	Prepare an Accessible Transport Strategy for Northern Ireland.	By Dec. 2004 (provisional)	<ul style="list-style-type: none"> <li>• Preparatory work to begin in April 2003.</li> <li>• Seminar/workshop to explore key issues and themes to be held with key stakeholders in June 2003.</li> <li>• Meetings to explore specific issues with stakeholders to be held between June and September 2003.</li> </ul>
(iii)	The transport needs of people with disabilities will be factored into the development of the Belfast Metropolitan Area Transport Plan and into the preparation of subsequent Transport Plans.	BMTP- May 2003;  RSTN- Dec. 2003;  SRTP- Mar.2006	<p>The needs of people with disabilities are being directly factored into the BMTP development through the consultation process.</p> <p>The preparation of RSTN TP is on target. The transport needs of people with disabilities will be factored in to the plan.</p> <p>This commitment will be reflected in the terms of reference of the transport studies undertaken in support of the SRTP, which will also take account of the scope (and findings when available) of the Accessible Transport Strategy for NI (item 5.3.(ii)).</p> <p>N.B. Target Delivery Date for draft SRTP to align with draft Development Plans.</p>
(iv)	DRD will keep under review the current arrangements for practical ongoing co-operation on cross-border regional planning and transportation issues between Northern Ireland and the Republic of Ireland.	On-going	<p>Roads Service met representatives from the National Roads Authority (NRA) on 25 February 2003 to specifically review developments on the National Primary road network relative to the RSTN and confirm compatibility of approach to the development of both networks.</p> <p>The NRA and Roads Service [Chief Executive &amp; Director of Network Services] gave a joint presentation to the Oireachtas Joint Transport Committee meeting on 5 March 2003. TPSD continue to liaise closely with the ROI Dept of Social &amp; Family Affairs on matters relating to cross border concessionary travel and with the ROI Department of Transport on other public transport issues mainly railway strategy and railway safety.</p>

# DRD Initiatives: Monitoring Table 1

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
(v)	<p>The Department will liaise on an ongoing basis with counterparts in Whitehall, the Scottish Parliament and the Welsh Assembly on the strategic transportation issues of relevance to all parts of the United Kingdom. The Department will have regard to the European Commission's White Paper on Transport in the implementation of the RTS.</p>	On-going	<p>Discussions have taken place on Rapid Transit issues between RPTD and counterparts from GB and the RoI.</p> <p>RPTD are working closely with the RoI team on the practical implications of implementing the RDS and National Spatial Strategy.</p> <p>Roads Service continues to hold meetings with officials from Department of Transport, other Departments and local authorities.</p> <p>TPSD continues to hold regular meetings with relevant officials in UK Departments particularly on EU transport issues, railway safety matters and bus support measures.</p>
(vi)	<p>Continued investigation of the potential for increased private sector involvement in the provision of transportation infrastructure and services including:</p> <ul style="list-style-type: none"> <li>• further consideration of the scope for the use of Public Private Partnerships in public transport and for the development of large scale 'Design, Build, Finance and Operate' contracts for highway infrastructure;</li> </ul>	On-going	<p>Roads Service has: -</p> <ul style="list-style-type: none"> <li>• commissioned consultants and has received their report on the packaging of schemes for DBFO contracts. M1 / Westlink is the main capital element in the first package identified;</li> <li>• set up a central PPP unit; and</li> <li>• commenced procurement of legal, financial and technical advisers.</li> </ul> <p>No opportunities currently identified for public transport.</p>

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
	<ul style="list-style-type: none"> <li>• reassessment of the contribution to be made by developers in mitigating the impact of their new developments on transportation infrastructure and services;</li> <li>• consideration of the potential benefits/disbenefits of road user charging; and</li> <li>• further investigation of other possible funding methodologies (including the use of bonds).</li> </ul>		<p>Review of approach currently taking place in the light of advice from DFP/Her Majesty's Treasury that earlier proposals for a tariff based developers' contribution scheme represent a tax rather than a charge for services and as such would be unavailable for public expenditure. Revised approach to be agreed with Departmental and other stakeholders by 30 April 2003.</p> <p>The BMTP is likely to recommend that the issue of road user charging would not arise within the 2015 Plan period, but that developments in other areas of the British Isles will be monitored.</p> <p>The Europrice project concluded in December 2002.</p> <p>Use of bond finance to support roads, water and public transport was the subject of a feasibility study by Ernst and Young Management Consultants commissioned by IFD. The study findings were published in June 2002. This concluded that the use of bond finance for roads and public transport was not feasible</p>
(vii)	<p>Improve and enhance the Department's own transportation related organisational structure. This includes the creation of a dedicated Regional Planning and Transportation Division.</p> <p>Establish DMMU, including participation in the Transport Planning Skills Initiative.</p>	<p>On-going</p> <p>Dec 2003</p>	<p>RPTD established August 2002.</p> <p>Working Paper agreed. Target Delivery Date of Dec 2003 set for operational Unit.</p>

# DRD Initiatives: Monitoring Table 1

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
(viii)	Establish an external advisory body comprised of representatives from the private and voluntary/community sectors to assist the Department in the effective implementation of the RTS.	Summer 2003	The Minister has agreed the establishment of an External Advisory Body. RPTD is currently inviting representatives to participate. The first meeting is planned for Autumn 2003.
(x)	Introduce a Railway Safety Bill under which subordinate legislation can be made for railway safety in Northern Ireland.	Summer 2002	Railway Safety Bill received royal assent in August 2002 and the Act come into operation in October 2002.
(xi)	Review the relevant provision of the Transport Act (NI) 1967 in order to support delivery of the Strategy in conjunction, as appropriate, with the Department of the Environment.	September 2004	Will be taken forward in the context of 'New Start for Public Transport'.
(xii)	Review and initiate changes to roads legislation to streamline the statutory process for preparing major roadworks schemes.	Sept. 2004 (Current estimated target date for introduction of streamlined procedures)	A consultation paper was issued on 31 January 2003 with a closing date for comments of 30 April 2003.  An Equality Screening Exercise is being undertaken.
(xiii)	Complete and implement the findings of the Speed Management Review.	Dependent on outcome of GB review	Refers to findings of GB review which is on-going. Will be addressed in Roads Service Road Safety Plan (target date for completion of draft Plan - May 2003).
(xiv)	Undertake a feasibility study of the decriminalisation of parking offences.	April 2003	Achieved. A new target is reported to implement Decriminalisation of Parking Offences by June 2006.

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
(xv)	Review the Concessionary Fares Scheme to consider possible extension to other categories following the introduction of the free travel initiative on 1 October 2001.	Oct. 2002	Achieved. Concessionary fares scheme will be extended to more categories of people with disabilities in Feb 2004
(xvi)	Review the opportunities to use the SMART (Self Monitoring Analysis and Reporting Technology) card technology being introduced with the new public transport integrated ticketing system.	Dec. 2003	Ongoing - Translink are continuing to seek opportunities for other Smartcard applications as the technology develops.
(xvii)	Develop research projects in partnerships with universities and industry to ensure access to add to the sound base of knowledge and statistics from which performance of transportation initiatives can be monitored and future trends predicted.	On-going	RSTU has established a Research Group which has identified two subjects for research (i) Park & Share and (ii) Safer Routes to School. Safer Routes to School to be taken forward with UUJ. Proposal for evaluation of existing operational Park & Share site to be developed by RSTU and discussed with QUB Transport Research Institute.
(xviii)	Encourage the establishment of Quality Partnerships, where appropriate, to harness the resources of all to deliver the elements of the Strategy.	On-going	Roads Service has revised its construction procurement strategy. The strategy promotes the establishment of partnerships between the client (Roads Service), contractors and consultants to assist in the effective delivery of Roads Service works programme. In addition, a number of other Partnerships are in place e.g. Cycling Forum, Walking Forum, School Travel Advisory Group and the Travelwise Partnership.

# DRD Initiatives: Monitoring Table 1

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
<b>8.3 Transport Plans</b>			
8.3.1	Deliver the RTS through three Transport Plans – BMTP, RSTN, and a Sub-Regional Transport Plan.	BMTP May 2003 RSTN Dec 2003 SRTP Mar 2006	See paragraphs 16 - 20 in Section A.
8.3.5	Transportation Studies to be undertaken to provide more information to confirm local strategies, initiatives, schemes and proposals that should be included in Transport Plans.	In line with Transport Plans	See paragraphs 16-20.
8.3.10	Twin track approach to the Sub-Regional Transport Plan. An annual Sub-Regional Transport Programme will be prepared outlining initiatives to be undertaken and detailing costs for each of the District Council Areas. At the same time, an extended work plan of more detailed Local Transport Studies, concurrent with the programme of Local Development Plans will commence.	On-going Regional Transport Programme 2003-04 draft by May 2003	The originally proposed Sub-Regional Transport Programme will be covered by annual Regional Transport Programmes (RTPs). The RTP 2003/2004 is available from RSTU.
<b>8.5 Review Procedures</b>			
8.5.1	If the Strategy is to remain appropriate over time it will be necessary to review how targets are being met. (Possibly an Annual Progress Statement).	On-going	An annual report, this report, will be completed in line with the monitoring reports for DRD and other Departments.

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
8.5.5	Formal mid-term review of the RTS linking to the preparation of bids in the Spending Review 2006.	March 2006	
<b>C1.1 Other Transport Related Initiatives</b>			
(i)	An inter-departmental steering group will produce an annual report on progress on the Regional Development Strategy (RDS). Details of the Regional Transportation Strategy targets and arrangements for monitoring and review are set out in Chapter 7 of that document.	Draft Annual Report on the RTS - for presentation to RTSSG meeting on 24 June 2003.	As directed by RTSSG, RPTD will coordinate input from interdepartmental representatives to produce the first annual report for consideration by RTSSG.  The first annual report will consist of reports against all initiatives in the RTS and will be produced in tabular format for publication with the Regional Transport Programme.
(ii)	Publish strategic Planning Policy Statements: 1. by July 2002 on 'Housing in Settlements' and 'Transportation and Land Use' and 2. by September 2003 on: (a) 'Retailing and Town Centres' and (b) 'The Countryside'	To Assembly by Sep 2002. Complete by Dec 2002.  Proposals by Autumn and settled by Mar 2003.  Key issues Paper by Dec 2002.	Housing in Settlements: Draft PPS 12 issued for extended consultation until 28 March 2003. The final PPS is due to be published by June 2003. Transportation and Land Use: Draft PPS 13 issued for a 4-month consultation until 28 March 2003. The final PPS is due to be published by June 2003. 'Retailing and Town Centres' PPS 5: Because of the possible upcoming elections will not issue for consultation until June 2003. The final PPS is now due to be published in Dec 2003. 'A Guide to Development in the Countryside' PPS 14 – Focus group meetings and evidence based research will be carried out over the next few months. Because of the upcoming elections, draft PPS 14 will not issue for consultation until Sept 2003. The final PPS is now due to be published in Dec 2003.

# DRD Initiatives: Monitoring Table 1

Ref	Initiative	Target Delivery Date	Position as at 31 March 2003
(iii)	Review the Transport Programme for People with Disabilities (TPPD) by summer 2002.	Summer 2002	Proposals for the review of the TPPD together with a Departmental Commentary have been agreed by the Minister and issued for limited public consultation.
(iv)	Continue to liaise with Department of the Environment 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.	On-going	With Local Air Quality legislation now enacted for Northern Ireland, RSTU has been assisting Environment and Heritage Service in preparing documents on Technical and Policy Guidance. In addition TU and the Project Managers for the local Transport Plans have considered the results of current monitoring in conjunction with EHS. It has been concluded that, in view of the risk attached to AQMAs (Air Quality Management Areas), the BMTP team would contact Belfast City Councils to obtain early warning of any AQMAs likely to be declared in the BMA.
(v)	Review tourist signing policy in Northern Ireland in conjunction with Northern Ireland Tourist Board.	Publication by Mar 2003.	NITB decided to undertake further industry consultation. If EQIA is required, publication will be further delayed until September 2003.

## Abbreviations

AQMA	Air Quality Management Area	RS	Road Service
BMTP	Belfast Metropolitan Transport Plan	RSTN	Regional Strategic Transportation Network
DMMU	Data Monitoring and Modelling Unit	RSTU	Roads Service Transportation Unit
EQIA	Equality Impact Assessment	RTSSG	Regional Transportation Strategy Steering Group
IFD	Infrastructure Funding Division	S RTP	Sub-Regional Transport Plan Transport Policy & Support Division
NITB	Northern Ireland Tourist Board	TPPD	Transport Programme for People with Disabilities
NITNC	Northern Ireland Transport Holding Company	TPSD	Transport Policy & Support Division
NRA	National Roads Authority	UUJ	University of Ulster at Jordanstown
PPS	Planning Policy Statement		
QUB	Queen's University of Belfast		
RPTD	Regional Planning & Transportation Division		

# Other Departments Initiatives: Monitoring Table 2

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<p><b>Transport Related Initiatives</b></p> <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>Under DARD’s Rural Development Programme (2001-06) the Rural Development Council (RDC) received 17 Rural Transport Applications to its ‘Access to Services’ measure under the Programme for Building Sustainable Prosperity. The RDC has been in consultation with the Rural Transport Fund to ensure a co-ordinated and complementary approach and is currently assessing these applications with the intention of providing funding support for a number of new innovative projects promoted by Rural Transport Partnerships. The RDC expects to announce potential funding of £350k for 9 successful rural transport projects in the near future.</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. This issue will be considered further as part of the wider review of the home to school transport policy.</p>
<p>(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.</p>	DE	<p>The Department of Education continues to support the Safer Routes to Schools Initiative and has provided initial funding of some £40,000 for the provision of new Cycle Shelters at the 6 pilot schools participating in the Initiative. Discussions are now taking place with the schools on the detailed development of their individual School Travel Plans.</p>

# Other Departments Initiatives: Monitoring Table 2

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<p>(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.</p>	<p>DEL</p>	<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. Implementation of the action points and recommendations has commenced and will be overseen by an Inter-Departmental Implementation group.</p>

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<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>Invest NI has been working closely with DRD, DOE Planning Service and DEL to investigate the factors to be considered for the identification and location of strategic employment locations (SELS). Due to the complexity of this issue a scoping study is under way and will provide necessary background for any decisions by the group. SELS will undoubtedly have proximity to key transport corridors and gateways.</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 other the 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> <p>The development briefs issued as part of Invest NI's Speculative Build Initiative, aimed at providing modern flexible business space at four locations across Northern Ireland (Carrickfergus, Londonderry, Newry and Omagh), includes a requirement to locate the buildings centrally within the towns with proximity to other town centre uses including transportation hubs.</p>
<p>(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.</p>	<p>DETI</p>	<p>Invest NI has included provisions for Green Transport Plans in planning strategies for Global Point International Business Park, its proposed west Belfast business park at the former-Mackies site and at other Invest NI sites where appropriate.</p>

# Other Departments Initiatives: Monitoring Table 2

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<p>(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.</p>	<p>DFP</p>	<p>The final report by the consultants engaged on the review of Government office accommodation has recently been received and the recommendations are currently being considered.</p>
<p>(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.</p>	<p>DFP &amp; OFMDFM</p>	<p>The Policy Framework for Public Private Partnerships in Northern Ireland was published on 19 February and announced as part of the official launch of the Strategic Investment Board. The Policy Framework is both consistent with, and an essential element of, the Reinvestment and Reform Initiative and the Review of Opportunities for Public Private Partnerships in Northern Ireland, on which views were sought in the 'Financing Our Future' public consultation held last year. Its aim is to create partnerships between the public and private sectors, and on occasions the voluntary and community sector, to help contribute significantly to the delivery of high quality public services.</p>

The framework applies to Northern Ireland Departments and their associated agencies and non-Departmental Public Bodies responsible for delivering public services. It has been subject to an equality impact assessment with NI public authorities required to ensure that their objectives under Section 75 of the Northern Ireland Act 1998 to promote equality are fully met. New management structures have been set up to take account of the Reinvestment and Reform Initiative and to ensure that the use of PPP in Northern Ireland will be managed effectively and efficiently. These structures will also help to ensure that we make the best use of PPP and provide the necessary support to our Departments. They include:

- the new Strategic Investment Board (SIB) which will play a key role in providing advice on a public sector investment strategy for Northern Ireland. It will have responsibility for working closely with Departments in the development of strategically important PPP projects; and
- the new Public Private Investment Unit (PPIU) to advise Ministers on the development and co-ordination of PPP policy and to monitor and evaluate its implementation. The PPIU will also have an oversight role of the new SIB. It will be part of the Economic Policy Unit in the Office of the First Minister and Deputy First Minister, and will work in conjunction with the finance and procurement teams in the Department of Finance and Personnel.

Copies of the Policy Framework can be obtained by telephone at 028 9052 2529 or on the websites [www.ofmdfmmi.gov.uk/ppp](http://www.ofmdfmmi.gov.uk/ppp) or [www.ppp-ni.gov.uk](http://www.ppp-ni.gov.uk).

# Other Departments Initiatives: Monitoring Table 2

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<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 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>DHSSPS</p>	<p>The transport strategy is still under development. There is not as yet an Environmental Policy, but a number of the Health and Social Services Trusts will have transport policies/strategies in place as part of their Greencode/ ISO 14001 Accreditation programmes. This is a long term progression for our Trusts. There are also a number of positive developments, for example:</p> <ul style="list-style-type: none"> <li>• the Ulster and Community Hospital Trust has won environmental awards for the implementation of gas powered vehicles which have reduced carbon emissions.</li> <li>• South &amp; East Belfast Trust (SEBT) - Route planning system presently in development to map the location of all trust properties, examine transport profiles and determine the most economic method of route planning.</li> <li>• Homefirst &amp; SEBT - Vehicle management and fuel management systems to record repairs to vehicles and fuel consumption of vehicles and identify those vehicles not performing efficiently or those drivers who require training on efficient driving skills.</li> <li>• SEBT - Tried fuel additives that claim to increase vehicle efficiency.</li> <li>• Ulster, City and Royal Hospitals Car Park Management - Although car park charging was introduced primarily to reduce site congestion, it has encouraged alternative modes of transport to hospital sites and lift sharing.</li> <li>• Ulster Hospital - Have purchased LPG fuelled vehicles with financial assistance from the Energy Saving Trust under the Powershift programme, and have reduced their CO2 emissions.</li> <li>• Homefirst Trust - A staff transport survey has been conducted to establish current transport trends to their sites, as the first step towards a Healthy Transport Plan.</li> </ul>

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<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 2002/03 a legal framework for air quality management came into effect in Northern Ireland with the passing of the Environment (Northern Ireland) Order 2002. Consultation exercises are presently underway in respect of local air quality targets and policy guidance for relevant authorities. District councils continue to be involved in the completion of the review and assessment of local air quality taking into account new revised technical guidance issued by DOE. A report on Air Quality Monitoring in Northern Ireland was published in January 2003 by the Department.</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	See initiative (x) above.
<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>	DOE	<p>The contract for the production of a Business Case for the introduction of a Speed Camera/Netting Off Scheme for NI was awarded to PA Consulting Group on 25 September 2001. 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 have agreed to establish a partnership involving the PSNI and NI Courts Service to implement and manage a pilot scheme in Northern Ireland in 2003. On 28 January 2003 the PSNI announced a new Safety Camera Pilot Scheme for Northern Ireland to be operational from 1 July 2003, which will, over the next 3 years, significantly increase the number of safety cameras in use throughout Northern Ireland.</p>

# Other Departments Initiatives: Monitoring Table 2

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<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 Ireland (subject to progress on parallel legislation in Great Britain).</p>	<p>DOE</p>	<p>DOE is working with the Home Office and the Department for Transport on progressing legislation that will enable the mutual recognition of driving disqualifications between Great Britain and Northern Ireland. This is taking the form of a legislative Bill for Great Britain and a parallel Order in Council for the Northern Ireland reciprocal measures. The legislation is expected to complete its passage through Parliament by summer 2003.</p>
<p>(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.</p>	<p>DOE</p>	<p>The NI Road Safety Strategy 2002-2012 was agreed and subsequently published on 6 November 2002. The Strategy includes long-term casualty reduction targets and sets out the strategic objectives to be addressed in order to deliver the targets to reduce deaths and serious injuries by 33% and, within that overall target, a further target of 50% reduction in the numbers of children killed or seriously injured. These 10 year targets are guides which will formally be reviewed after 3 years from the launch of the strategy.</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>(xv) The DOE Planning Service aims by the end of 2006 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>

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<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, 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.</p>	DOE	<p>Consultation with the public, elected representatives and key interests groups ended 28th March 2003 and following analysis of the consultation replies the final document will be published this summer 2003.</p>
<p>(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.</p>	DOE	<p>The Public Service Vehicles Accessibility Regulations (NI) 2003 were made on 23 January 2003 and come into operation on 30 April 2003.</p>

# Other Departments Initiatives: Monitoring Table 2

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<p>(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.</p>	<p>DOE</p>	<p>In November 2002 DOE announced a major review of the legislation regulating all aspects of taxi services in NI. The review is presently examining the principles, mechanisms and practices that are features of the existing regulatory framework. Terms of Reference for the Review are available at <a href="http://www.doeni.gov.uk/roadsafety">http://www.doeni.gov.uk/roadsafety</a>. Initial findings and options for consultation with key stakeholders are to be published by June 2003, to be followed by full public consultation later in the year. It is intended that the Review of Taxi Regulation will lead to the creation of a more effective and equitable regulatory framework for taxis that promotes road and public safety and fair competition. Recognising the important role taxis play in public transport, the review is also considering options for enhancing the role of taxis in transport provision.</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>Ministerial approval was given in January 2003 to the introduction of a revised fare structure for journeys undertaken by taxis licensed as public hire vehicles within a five mile radius of Belfast. The proposals will be introduced by way of an amending by-law.</p>

Initiative Included in the RTS	Lead Responsibility	Position as at 31 March 2003
<p>(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.</p>	DSD	<p>The policy for Town Centre Re-invigoration was approved by the former Minister, Mr Nigel Dodds MP. An Equality Impact Assessment is currently out to public consultation. The consultation period ends on 10 April 2003 following which the Policy will be published following approval by the Minister, Mr Des Browne MP.</p>
<p>(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.</p>	PSNI	<p>PSNI continue to maintain an education and enforcement campaign.</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>	PSNI	<p>PSNI continue to review the developments in new traffic enforcement technology with a view to introducing suitable new systems.</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

# Section B

## Financing of DRD RTS Transportation Initiatives

1. The RTS identifies strategic transportation investment priorities and indicates the levels of investment required over the 10-year period of the strategy. While the strategy provides strategic balance in terms of initiatives, costs and targets, the precise investment proposals will be confirmed in greater detail by the three Transport Plans currently being prepared by the Department.
2. It is important to note that in relation to the levels of public expenditure funding for the Strategy, the outcome will be determined through the normal Budgetary process which will take account of the needs of other departments and decisions on priorities. In addition, commitments to proceed with major capital schemes cannot be given until appropriate economic and other appraisals have been considered and any statutory procedures satisfactorily concluded.
3. The attached tables and graphs give an indication of the levels of funding covering the financial years 2001-2002 and 2002-2003 using outturn figures and initial allocations for 2003-2004. Preliminary allocations for 2004-2005 and 2005-2006 are identified at modal level<sup>1</sup>. A 'baseline' figure has also been developed based on the outturn figures for 2001-2002 - the year immediately preceding the introduction of the RTS - to enable the Department's additional levels of transportation investment following publication of the RTS to be estimated.
4. Table 3 gives an overview of funding levels presented in the format of Table 5.1 (page 71) in the RTS 'Cost of Initiatives by Mode' including allocations as a result of the Spending Review and Budget announced in December 2002. Table 4 identifies the modal sub-totals from 2001-2002 to 2005-2006. These are the amounts represented in the subsequent figures. It should be noted that the various financial systems are not fully aligned with the RTS modal splits. The outcome is that highways expenditure could be considered to be overstated, and bus, walk and cycle spending understated. This is because general highway improvements often incorporate bus, walk or cycle measures, but the cost of these three elements is recorded as highway expenditure as they cannot easily be abstracted and recorded separately. The practicality of resolving this issue in future annual reports is being considered.
5. Figure 1a presents annual funding for rail, highways and bus – the major funded modes from 2001 – 02 up to the indicative allocations for 2005 – 06. Whilst, in general, all of the modes illustrate increases in funding over 'baseline' in line with average RTS per annum levels, each mode presents a somewhat different profile.
6. Rail reflects the consistency of the RTS and the 'baseline' figures with the Railways Task Force proposals published in 2001. Thus there is significant variation in funding levels from 2001 – 02 through to 2005 – 06, in line with the programme

<sup>1</sup> RTS funds are expressed in 2002/03 prices. Outturn figures and Budget allocations are expressed in the relevant years' prices. Budget allocations conventionally include amounts for inflationary increases where appropriate bids are made and are successful. Current and forecast annual rates of inflation are relatively low (approx 3%). Taking all of the above into account it was considered unnecessary to amend the figures for inflation.

- for purchase of new rolling stock, track relaying and other significant safety works. Additionally, there is no major increase in the level of funding between ‘baseline’ and average RTS per annum.
7. Highways shows a steady increase from ‘baseline’ through to possible allocation for 2005/06 with levels in the years 2004/05 and 2005/06 exceeding the average RTS per annum figure. This reflects the ability of Roads Service to draw upon, in part, pre-existing programmes of maintenance and major capital works prepared in response to pre-existing need. In order to remain in line with levels of investment envisaged in the RTS, levels of investment in highways beyond 2005/06 should not need to increase beyond the rate of inflation.
  8. Bus funding outturns and allocations show a steady increase from ‘baseline’ through to possible allocation for 2005/06. However, unlike Highways, levels of funding do not exceed the average RTS per annum figure. This reflects the current ‘lead in’ time in preparing the investment case for additional bus expenditure in line with RTS. It is noted that, in order to reach the total 10-year level of spend envisaged in the RTS, funding for bus will need to continue to increase beyond 2005/06.
  9. Figure 1b presents the annual funding profiles for ‘Rapid Transit’, ‘Public Transport Policy and Planning (outline)’, ‘All Modes’ and ‘Walk / Cycle’. In general the figure presents a rather unclear picture compared to Figure 1a principally because:
    - channels for funding have not yet been established precisely as envisaged in the RTS – e.g. RTS averages £1million per annum against ‘All Modes (research, monitoring and review)’ - whilst this task has been subsumed, in part, into ‘Public Transport Policy and Planning’ totalling an average of over £2 million; and
    - no significant funding has been allocated exclusively for ‘Rapid Transit’ (whose role will be reported in the BMTP to be published shortly).
  11. However Figure 1b illustrates that although funding for walking and cycling measures are growing steadily, expected levels must continue to increase beyond 2005/06 if the total RTS level of funding is to be achieved. However, expenditure on walking and cycling could be considered to be understated for reasons given in paragraph 4.
  12. The timing of investments to fund indicative initiatives in the RTS would be anticipated at different stages of the 10-year period of the strategy. Major initiatives requiring significant planning, appropriate appraisals and statutory procedures would not be expected to reach the operational implementation stage until later in the RTS period and as such no funding would have yet been sought. The sequencing of transportation initiatives and schemes will be defined by the three transport plans and associated Regional Transport Programmes. While

it is accepted that a straight-line profile of the total RTS funding will not provide an accurate assessment of the investment profile required, it is included as an indicator against which progress towards achieving RTS funding levels can be viewed. In effect, the funding levels in the RTS have been divided equally over 10 years to allow comparisons with actual and indicative annual allocations.

13. Figures 2a and 2b present Total Funding for the modal classifications comparing the RTS 10 year total with the possible allocation for the 4 years 2002/03 to 2005/06, and the simple 'straightline' RTS figure (calculated as 4/10 of total RTS funding). However expenditure on walking and cycling could be considered to be understated for the reasons given in paragraph 4. The figures confirm the conclusions drawn from the earlier figures:

- funding levels as currently proposed for highways and rail have already reached RTS levels and only need to be sustained in line with inflation for the later years of the strategy; and
- funding levels for bus and walk/cycle will need to increase over currently proposed levels if the RTS levels of funding, 2002/12 are to be realised. However, expenditure on walking and cycling could be considered to be under-stated for the reasons given in paragraph 4.

14. Figure 3 presents pie charts to enable comparison of the percentage share by mode between the possible allocation 2002/03 to 2005/06 and the RTS total funding 2002 – 12. In general the comparisons are reasonably close. However, in line with the conclusions drawn above:

- current modal shares for highways and rail are slightly ahead of RTS; whilst current modal shares for bus and walk/cycle are slightly behind RTS.

However, expenditure on highways could be considered to be over-stated, and that for bus, walk and cycle under-stated for the reasons given in paragraph 4.

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	Reference <sup>1</sup> Case (£m)	Additional Funding (£m)	RTS Funding 2002-12 (£m)	Baseline	2001/02 Outturn	2002/03 Outturn	Initial Allocation 2003/04	Possible Allocation 2004/05	Possible Allocation 2005/06	Total Possible Allocation 2002/3 – 2005/6 (£m)	Total Possible Allocation 2002/3 – 2005/6 as % of RTS	RTS per annum	Theoretical 'Straightline' RTS 2002/3 – 2005/6 (£m)
ALL MODES		10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0			1.0	4.0
WALK/CYCLE	43.0	43.5	86.5	3.7	3.9	4.6	5.4	6.9	6.9	23.8	27%	8.7	34.6
RAIL	327.1	174.5	501.6	51.8	51.9	65.1	42.1	80.4	45.7	233.2	46%	50.2	200.6
HIGHWAYS	1490.0	686.1	2176.1	159.8	188.1	212.7	216.5	237.3	246.5	913.0	42%	217.6	870.4
BUS	269.5	356.3	625.8	26.8	27.0	34.8	42.1	52.2	62.5	191.6	31%	62.6	250.3
RAPID TRANSIT		100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0%	10.0	40.0
PUBLIC TRANSPORT POLICY AND PLANNING				0.9	0.9	1.3	2.5	3.0	3.1	9.9	NA	0.0	0.0
<b>Total Transport</b>	<b>2129.6</b>	<b>1370.4</b>	<b>3500.0</b>	<b>243.0</b>	<b>271.8</b>	<b>318.5</b>	<b>308.5</b>	<b>379.8</b>	<b>364.7</b>	<b>1371.5</b>	<b>39%</b>	<b>350.0</b>	<b>1400.0</b>

**Table 4: Modal Funding Sub-totals**

<sup>1</sup> Reference Case is equivalent to 'existing funding level continued'

<sup>2</sup> Network management costs for initiatives provided by the Additional Funding are subsumed into the costs of those initiatives.

All funding values are quoted in rounded form which may lead to apparent minor inaccuracies in summations.

## Annual Funding by Mode

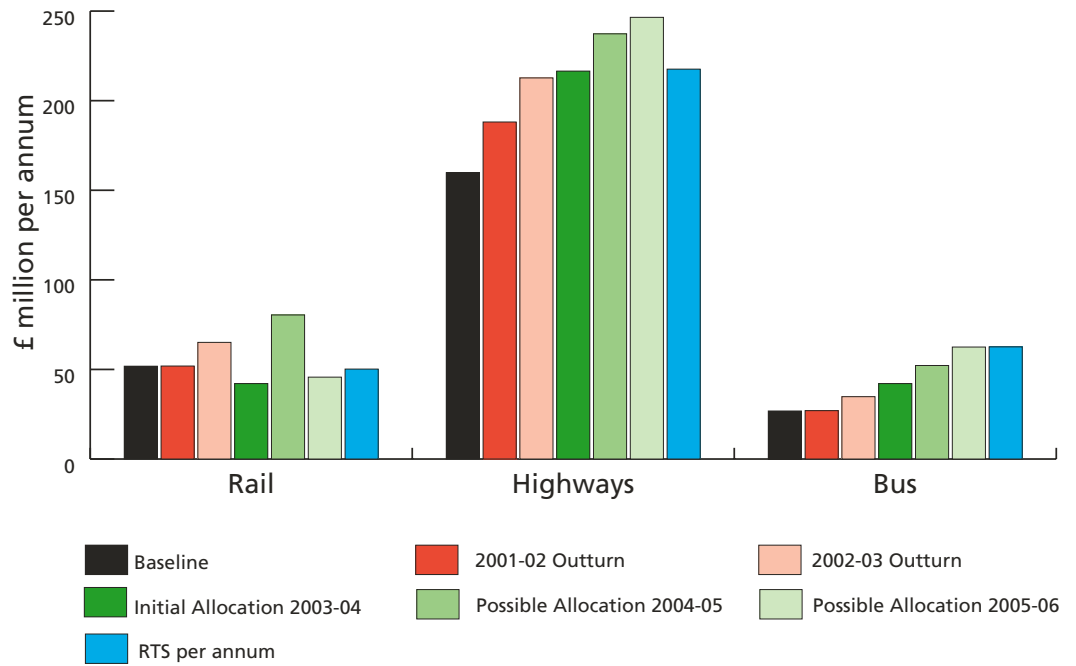


Figure 1a: Annual Funding by Mode: Rail, Highways and Bus

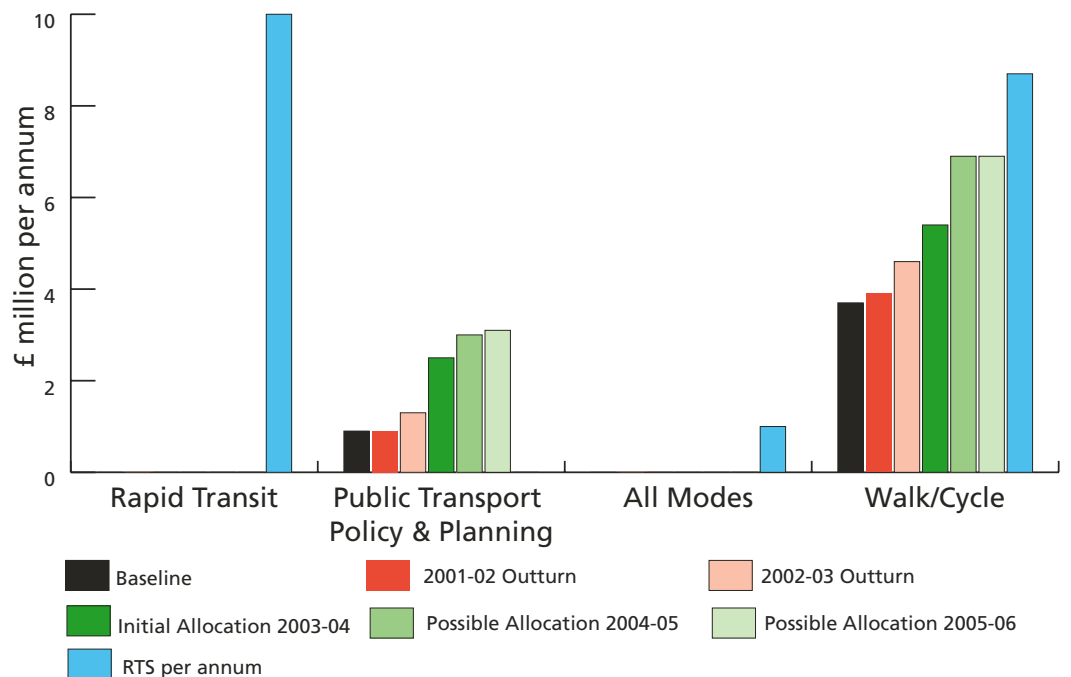


Figure 1b: Annual Funding by Mode: Rapid Transit, Public Transport Policy and Planning, All Modes and Walk/Cycle

## Total Funding by Mode

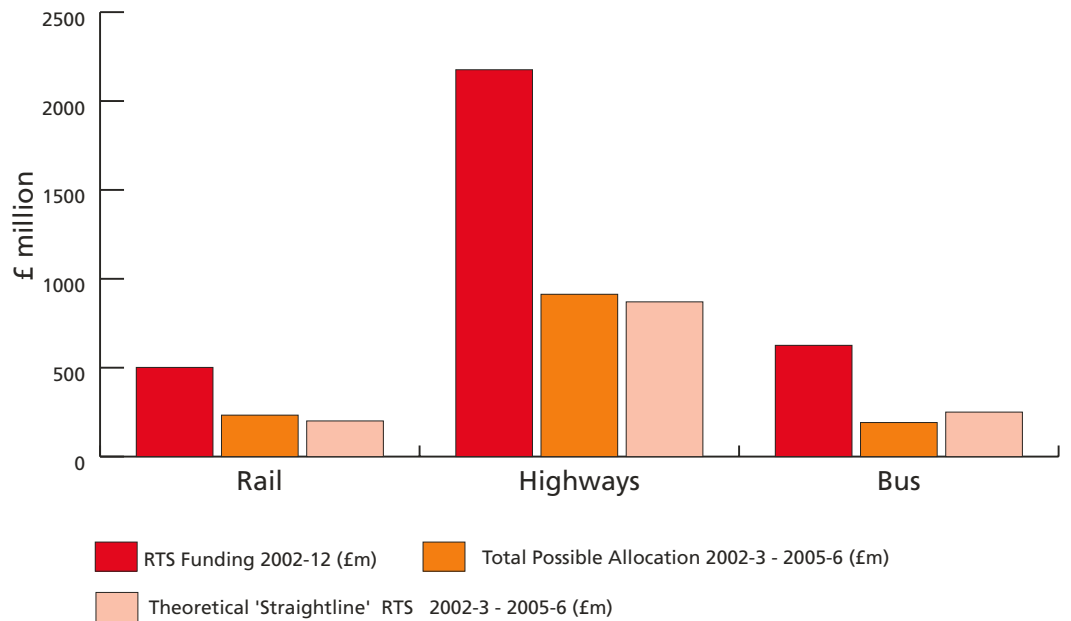


Figure 2a: Total Funding by Mode: Rail, Highways and Bus

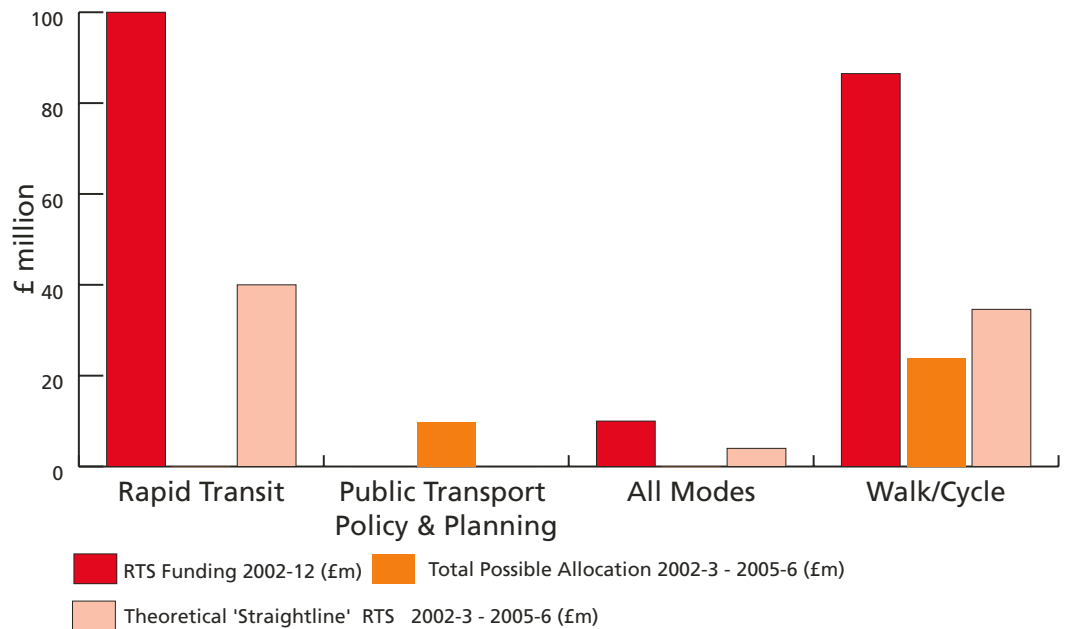
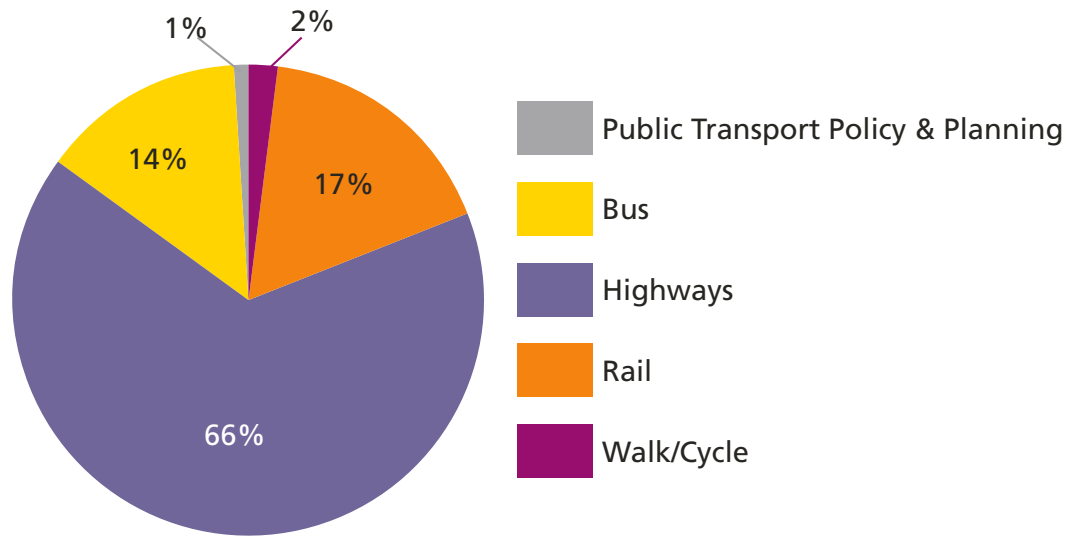


Figure 2b: Total Funding by Mode: Rapid Transit, Public transport Policy and Planning, All Modes and Walk/Cycle

## Total Possible Allocation 2002-3 - 2005-6



## RTS Funding 2002-12

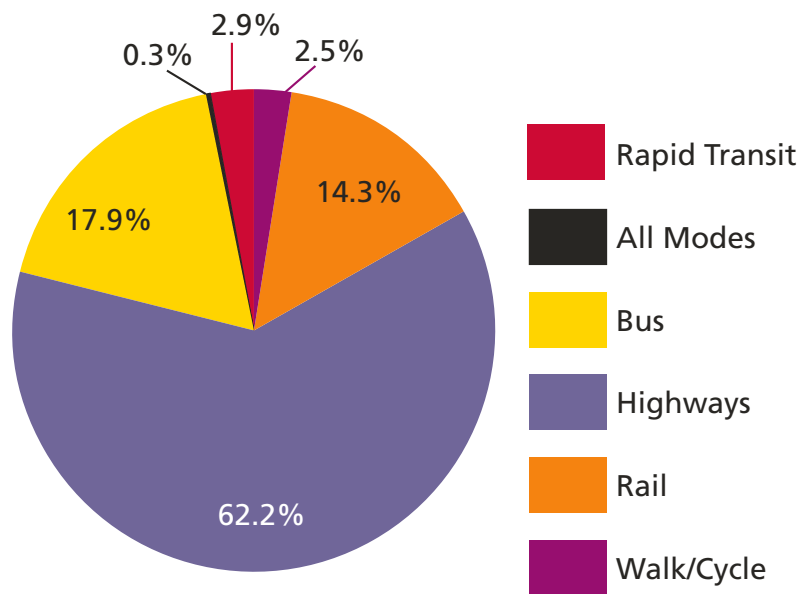


Figure 3: RTS Funding 2002-12



