

Monitoring of RTS Targets/Initiatives

RTS Target 8.2.3	Progress at 31 March 2007
<p>Citybus</p> <p>(i) Average vehicle age of no more than 8 years – in addition, no bus older than 18 years; overlap with RSTNTP target 6.2.7.</p> <p>(ii) 100% of buses accessible – meeting the requirements of the Public Service Vehicles Accessibility Regulations.</p> <p>(iii) Quality Bus Corridors operating on main radial routes in Belfast.</p> <p>(iv) Patronage increase of 33% over 2001</p> <p>(v) Comply with Translink Passenger Charter launched December 2001 – this charter will be reviewed throughout the period to 2012. Continuous monitoring may identify the desirability of capacity increases.</p>	<p>Average vehicle age 5.9 years Average vehicle age 8.9 years in 2001/02.</p> <p>No buses older than 18 years. 20 buses older than 18 years in 2001/02.</p> <p>81.5% buses accessibility compliant. 46.5% compliant 2001/02</p> <p>4 QBCs operating on Saintfield Road, Newtownards Road, Falls Road and City Express</p> <p>This target is superseded by BMTP target 11.2.4</p> <p>Autumn 2006 survey results : Reliability 100% (99.2% Spring 2001), Punctuality 91% (93% Spring 2001)</p>

RTS Target 8.2.3	Progress at 31 March 2007
<p>Ulsterbus</p> <p>(i) Average vehicle age of no more than 8 years – in addition no bus older than 18 years or Goldline coach older than 12 years; overlap with RSTNTP target 6.2.7.</p> <p>(ii) 100% of buses (including Goldline coaches) accessible – meeting the requirements of the Public Service Vehicles Accessibility Regulations); overlap with RSTNTP target 6.2.6.</p> <p>(iii) New route networks in all towns – service frequencies to be set at appropriate levels to achieve an acceptable balance between patronage and subsidy required. Frequencies will be assessed on a town-by-town basis.</p> <p>(iv) Comply with Translink Passenger Charter launched December 2001 – this charter will be reviewed throughout the period to 2012. Continuous monitoring may identify the desirability of capacity increases.</p>	<p>Average vehicle age 11.8 years Average vehicle age 13.5 years in 2001/02</p> <p>276 buses older than 18 years. 217 buses older than 18 years in 2001/02</p> <p>3 coaches older than 12 years. No coaches older than 12 years in 2001/02</p> <p>41.4% buses and coaches accessibility compliant 10.1% in 2001/02</p> <p>Through the Ulsterbus Strategic Review, Translink have introduced new/additional local town or city bus services in 20 of the 29 Other Urban Areas outside the BMA.</p> <p>Autumn 2006 survey results: Reliability 100% (99% Spring 2001) Punctuality 96% (98% Spring 2001)</p>

RTS Target 8.2.3	Progress at 31 March 2007
<p>Rail</p> <p>(i) Retain services north of Whitehead and north and north-west of Ballymena – subject to successful results from the introduction of new trains and improved infrastructure on the rest of the network early in the period to 2012.</p> <p>(ii) All current trains replaced by new trains – with the exception of Enterprise services.</p> <p>(iii) Patronage increase of 60% over 2001</p> <p>(iv) Comply with Translink Passenger Charter launched December 2001 – this charter will be reviewed throughout the period to 2012. Continuous monitoring may identify the desirability of capacity increases.</p>	<p>As part of the Budget 2004 settlement, services on the lesser-used lines are being maintained at current levels. A Steering Group has been established to consider the future size and funding requirements of the NIR Network, including the lesser-used lines. The group will report to the Minister in time for decisions to be made which will inform the 2007 Comprehensive Spending Review.</p> <p>All 23 of the new trains were in passenger service by 21 September 2005. Plans to replace the Class 450's in 2012 are being developed.</p> <p>This target is superseded by RSTNTP target 6.2.3</p> <p>Autumn 2006 Survey results: Reliability 99.1% (100% Spring 2001) Punctuality Dublin and Derry lines 94% (97% Spring 2001) Punctuality other lines 96% (96% Spring 2001)</p>

RTS Target 8.2.3	Progress at 31 March 2007
<p>Highways</p> <p>(i) Major Strategic highway improvements on RSTN</p> <p>(ii) Contribute to and, where possible, demonstrate progress towards the achievement of long-term road casualty reduction targets set in the Northern Ireland Road Safety Strategy; overlap with BMTP target 11.2.6 and RSTNTP target 6.2.4.</p>	<p>This target is superseded by RSTNTP target 6.2.2</p> <p>Personal Injury Collisions in BMA area. 01/02-----3169 05/06-----2153 This constitutes a 32% reduction from 2001/02.</p> <p>Personal Injury Collisions on the RSTN. 01/02-----1657 05/06----- 1116 This constitutes a 33% reduction from 2001/02.</p> <p>Fatal Personal Injury Collisions on the RSTN 01/02-----54 (resulting in 61 fatalities) 05/06-----43 (resulting in 47 fatalities) This constitutes a 20% reduction from 2001/02 (most up-to-date figures).</p>

RTS Target 8.2.3	Progress at 31 March 2007																				
<p>Other</p> <p>(i) Cycling trips to increase in line with the Northern Ireland Cycling Strategy – double trips by 2005 from 2000 levels and significant progress towards the target of quadrupling trips by 2015 (from 2000 levels); overlap with BMTP target 11.2.5.</p> <p>(ii) Walking trips to increase in line with the action plan for walking in Northern Ireland; overlap with BMTP target 11.2.5.</p> <p>New public transport services to serve isolated communities and mobility impaired residents in rural areas across Northern Ireland – to incorporate both demand responsive systems and more conventional fixed route services; their extent and mix would depend on the results from services implemented early in the period to 2012.</p>	<p>In Northern Ireland cycling flows over the period 2000-2005 increased by 25.8%. (source: Cycle Usage Survey)</p> <p>Target is to increase short walking journeys (< 1 mile) by 20% by 2012.</p> <p>Journeys per person per year:</p> <table border="1"> <tr> <td>99/01</td> <td>00/02</td> <td>01/03</td> <td>02/04</td> <td>03/05</td> </tr> <tr> <td>133</td> <td>130</td> <td>125</td> <td>124</td> <td>117</td> </tr> </table> <p>(Source Travel Survey of NI)</p> <p>This downward trend is not statistically significant at the 95% confidence level.</p> <p>Target to increase average distance walked per person per year by 10%</p> <p>Miles per person per year:</p> <table border="1"> <tr> <td>99/01</td> <td>00/02</td> <td>01/03</td> <td>02/04</td> <td>03/05</td> </tr> <tr> <td>146</td> <td>145</td> <td>142</td> <td>137</td> <td>139</td> </tr> </table> <p>(Source Travel Survey of NI)</p> <p>This downward trend is not statistically significant at the 95% confidence level.</p> <p>The Department, through the Rural Transport Fund, now supports Translink to operate some 50 rural bus services that would be otherwise uneconomical to run. The Rural Transport Fund also supports 19 Rural Community Transport Partnerships to provide specialised transport services in deep rural and isolated areas. The Partnerships deliver these services in a number of ways including demand responsive services, group travel and social car schemes.</p>	99/01	00/02	01/03	02/04	03/05	133	130	125	124	117	99/01	00/02	01/03	02/04	03/05	146	145	142	137	139
99/01	00/02	01/03	02/04	03/05																	
133	130	125	124	117																	
99/01	00/02	01/03	02/04	03/05																	
146	145	142	137	139																	

RTS Target 8.2.4	Progress at 31 March 2007
<p data-bbox="98 161 427 193">Additional Actions</p> <p data-bbox="98 236 875 347">More detailed work, to be undertaken as part of the preparation of Transport plans, will facilitate the following additional actions in relation to targets:</p> <ul data-bbox="203 395 965 1321" style="list-style-type: none"> <li data-bbox="203 395 965 587">• once the implementation timetable for initiatives has been agreed, interim targets or indicators will be determined. These will allow progress against the 2012 targets to be regularly assessed; <li data-bbox="203 627 965 890">• the Department will seek to establish additional targets. These may include: <ul data-bbox="300 703 965 890" style="list-style-type: none"> <li data-bbox="300 703 965 778">- average traffic speeds on key Transport Corridors; see RSTNTP target 6.2.1 <li data-bbox="300 783 965 890">- average traffic speeds on key routes in the Belfast Metropolitan Area; see BMTP target 11.2.1; <li data-bbox="203 975 965 1321">• The establishment of targets for the coverage of bus services. These targets may take the form of the proportion of the population within, say, hourly or better services, or alternatively, may build upon the analyses undertaken in developing the demand responsive transport services that serve populations within small settlements and towns; overlaps with BMTP target 11.2.9 and statistics target 8.2.6 (v). 	<p data-bbox="972 432 1957 507">Detailed targets established in the BMTP (2004), RSTNTP (2005) and SRTP (published 11 June 2007)</p> <p data-bbox="972 624 1167 655">Completed</p> <p data-bbox="972 975 1980 1050">Accessibility targets for Other Urban Areas and Rural Settlements have been set out in the SRTP published on 11 June 2007.</p>

RTS Target 8.2.6	Progress at 31 March 2007
<p>Other Statistics</p> <p>The following statistics will be recorded to monitor trends in transport use, efficiency and accessibility:</p> <p>(i) Traffic growth from the Vehicle Kilometres of Travel Surveys (VKTS).</p> <p>(ii) Number of journeys and the mode used, from the Travel Survey of Northern Ireland – these would be used to detect any Northern Ireland wide changes in travel culture.</p> <p>(iii) Journey times on roads in the Key Transport Corridors and on selected routes in the Belfast Metropolitan Area.</p> <p>(iv) Modes of transport and vehicle occupancy on a cordon around Belfast city centre.</p> <p>(v) Population within walking distance of regular bus services – this will require the completion of a Geographic Information System containing comprehensive details of the latest population statistics and location of bus stops and bus services; overlaps with BMTP target 11.2.9 and additional target 8.2.</p>	<p>Total VKT (million vehicle kilometres)</p> <p>2001----- 17,210</p> <p>2005-----19,023</p> <p>This equates to a 10.5% increase over this period. VKT figures for 2006 will not be available until summer 2007.</p> <p>Analysis of data from the Travel Survey of Northern Ireland indicates that the total number of journeys per person per year across all modes shows a slight downward trend. The survey continues to show a downward trend in walking and a slight downward trend in car use for 03-05. The downward trend for cycling trips has levelled out. However these trends are not considered statistically significant at the 95% confidence level.</p> <p>Superseded by BMTP target 11.2.1 and RSTNTP target 6.2.1</p> <p>Superseded by BMTP target 11.2.3</p> <p>Accessibility targets for Other Urban Areas and Rural Settlements have been set out in the SRTP published on 11 June 2007.</p>

RTS Target 8.5.1	Progress at 31 March 2007
<p data-bbox="98 199 235 231">Review</p> <ul data-bbox="201 239 952 662" style="list-style-type: none"><li data-bbox="201 239 952 391">• 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] <li data-bbox="201 550 952 662">• Formal mid-term review of the RTS linking to the preparation of bids in the Spending Review 2006	<p data-bbox="972 239 2002 311">Monitoring Report showing progress to 31 March 2007 published in September 2007.</p> <p data-bbox="972 550 1310 582">Target date amended.</p>

BMTP 11.2	Progress at 31 March 2007
<p>Economy – Improve the efficiency of the transport system</p> <ol style="list-style-type: none"> 1. Morning peak traffic speeds on the BMA’s strategic road network – no more than 1% slower than in 2001; overlap with RSTNTP target 6.2.1. 2. Morning peak bus speeds in the BMA’s road network on main radial routes – 15% increase in bus speeds compared to 2001. 	<p>Journey time surveys were undertaken of the BMA strategic road network in 2005. Comparison with the 2001 data indicates that there has been an 8% decrease in morning peak traffic speeds. The next journey time survey is scheduled for later in 2007. Improvements to traffic speeds are closely linked to major road improvements and in particular the removal of bottlenecks. Many of the schemes planned will not be delivered until later in the plan period as they have long lead in times associated with statutory processes.</p> <p>Speeds have declined by 12.8% since 2001.</p>
<p>Sustainability – reduction in car dependency on increase in use of non-cart modes</p> <ol style="list-style-type: none"> 3. Car mode share of motorised journeys crossing a Belfast City Centre cordon – reduce to 54% by 2015 compared to 60% in 2001. 	<p>The last Belfast City Centre Cordon Survey in 2005 showed that 61% of people crossing the cordon did so in private cars. The next Cordon Survey is scheduled for later in 2007.</p>
<p>Sustainability – increase in public transport use</p> <ol style="list-style-type: none"> 4. Number of public transport trips made by bus, rail and rapid transit in the BMA – Morning peak % change from 2001: <p>Bus - +28% Rail +67%</p>	<p>Bus: By February 2007 15% growth in Metro passenger numbers.</p> <p>Rail: Rail: 34% increase in total passengers 2006/07 vs 2001/02.</p> <p>Rapid Transit: A comprehensive feasibility study is underway and will be completed later in 2007.</p>

BMTP 11.2	Progress at 31 March 2007
<p data-bbox="91 156 974 199">Sustainability – increase in walking and cycling</p> <p data-bbox="246 231 974 582">5. Number of walking and cycling trips crossing a Belfast City Centre cordon and the Inner City cordon. Walking + 20% for journeys less than 2 miles (by 2012) Cycling +300% from 2000 base [NI Walking Strategy and Cycling Strategy targets]; overlaps with RTS target 8.2.3 Other (i) and (ii).</p> <p data-bbox="91 813 224 853">Safety</p> <p data-bbox="246 933 974 1204">6. Number of personal injury accidents (PIAs) on roads in BMA – contribution to the reduction in the number of PIAs by one third from 2001 by 2012. [NI Road Safety Strategy 2002-2102, DOE, 2002]; overlaps with RTS target 8.2.3 Highway (ii) and RSTNTP target 6.2.4.</p>	<p data-bbox="974 231 2002 470">Walking: The 2005 Belfast City Centre Cordon Survey showed that 10% of person trips entering the City Centre in the morning peak hour were pedestrians. Data collected by Belfast City Centre Management Company since 2004 indicates an increase in pedestrian activity of approximately 3% per annum, suggesting an overall increase of up to 18% since 2001.</p> <p data-bbox="974 502 2002 694">Cycling: The 2005 Belfast City Centre Cordon Survey showed that 1% of person trips entering the City Centre in the morning peak hour were cyclists. The Northern Ireland Cycling Strategy second report (January 2007) reports an increase of +56% in cycle usage in Belfast, based on their monitoring sites from 2000.</p> <p data-bbox="974 734 2002 774">The next Cordon Survey is scheduled for later in 2007.</p> <p data-bbox="974 933 2002 1045">Personal Injury Collisions in BMA area. 01/02-----3169 05/06-----2153</p> <p data-bbox="974 1085 2002 1125">This constitutes a 32% reduction from 2001/02.</p>

BMTTP 11.2	Progress at 31 March 2007
<p data-bbox="98 197 972 233">Environment – reduction in emissions from traffic</p> <ul style="list-style-type: none"> <li data-bbox="255 277 972 347">7. Emissions of Nitrogen Oxides from road traffic. <li data-bbox="255 392 972 580">8. Emissions of particulates from road traffic. Targets to be defined as part of Local Air Quality Management Area (LAQMA) action plans; overlaps with RSTNTP target 6.2.5. <p data-bbox="98 778 322 813">Accessibility</p> <ul style="list-style-type: none"> <li data-bbox="255 858 972 1046">9. Access to the public transport system, % of households in the BMA within 10 minutes walk of a bus service – increase relative to 2001; overlaps with RTS Additional target 8.2.4 Statistic target 8.2.6(v). 	<p data-bbox="972 277 2002 737">On 1 May 2006 the Belfast District Council published an Air Quality Action plan that defines the required reductions in ambient nitrogen dioxide and particulate material concentrations in order to achieve national air quality strategy objectives. A significant proportion of the nitrogen oxides pollutants emitted within the air quality management areas are attributable to road transport. The Department continues to progress a wide range of initiatives such as Quality Bus Corridors, Park and Ride, new and improved rail stations, rail service frequency, and highway improvements etc. to encourage increased public transport patronage. A copy of the full Belfast Air Quality Action Plan can be found on the internet at airqualityni.co.uk.</p> <p data-bbox="972 858 2002 967">Currently out of a total of 269,255 residential point addresses, 97.2% are within 800m which is a reasonable approximation to target of ‘within 10 minutes walk of a bus service’.</p>

RSTNTP 6.2	Progress at 31 March 2007
<p>Economy – Improve efficiency of the transport system</p> <ol style="list-style-type: none"> <li data-bbox="159 236 927 347">1. Achieve at least 2% increase over speeds in 2001 [measured during the AM peak (07.00 – 09.00)]; overlaps with BMTP target 11.2.1. <li data-bbox="159 738 949 970">2. Construction of Strategic Road improvements. Complete the following major road improvements: 16 Bypasses/Link Roads 78 kilometres of dual carriageway 40 kilometres of widened single carriageway 11 major junction improvements <li data-bbox="159 1166 730 1238">3. Number of trips made by rail. Morning peak % change from 2001. <p>Rail (RTS target) +60% [Total annual figure with the exception of Enterprise services]</p> <p>Rail (within BMA) + 67%</p> <p>Overlaps with BMTP target 11.2.4.</p>	<p>Journey time surveys were undertaken of the RSTN in 2005. Results show that overall average speed on RSTN has decreased by 9% compared to average speed on RSTN in 2003 and overall average speed on Key Transport Corridors (KTCs) has decreased by 12% compared to average speed on KTCs in 2003. The next Journey Time Survey is scheduled for later in 2007.</p> <p>Improvements to traffic speeds are closely linked to major road improvements and in particular the removal of bottlenecks. Many of the schemes planned will not be delivered until later in the plan period as they have long lead in times associated with statutory processes.</p> <p>The figures for completed schemes up to 31 March 2007 are for the RSTN – 7 Bypasses/Link Roads 14.7 kilometres of dual carriageway* 13.7 kilometres of widened single carriageway 6 major junction improvements and BMA – 4.1km dual carriageway. This includes M1 Widening 1.9 km; and A8 dualling the Doagh Road to Coleman’s Corner 2.2 km. *RSTN figure includes A8 dualling</p> <p>Passenger numbers (excluding Enterprise) 2006/07 7.7m (source BAH projection) up by 34% on 2001/02 figure (5.8m).</p>

RSTNTP 6.2	Progress at 31 March 2007
<p>Safety</p> <p>4. Number of highway accidents/fatalities on the RSTN. Contribution to long-term road casualty targets [as defined in the Northern Ireland Road Safety Strategy 2002-12]; overlaps with RTS target 8.2.3 Highways (ii) and BMTP target 11.2.6.</p>	<p>Personal Injury Collisions on the RSTN. 01/02-----1657 05/06----- 1116 This constitutes a 33% reduction from 2001/02.</p> <p>Fatal Personal Injury Collisions on the RSTN 01/02-----54 (resulting in 61 fatalities) 05/06-----43 (resulting in 47 fatalities) This constitutes a 20% reduction from 2001/02</p> <p>(2005/06 is the most up-to-date figures. 2006/7 figures available in September 2007).</p>

RSTNTP 6.2	Progress at 31 March 2007
<p data-bbox="98 161 972 193">Environment – Reduction in omissions from traffic</p> <p data-bbox="98 316 972 507">5. Emissions of Nitrogen Oxides, Carbon Dioxide and other particles from road traffic. Targets to be defined as per Local Air Quality Management Action Plans (LAQMAs); overlaps with BMTP targets 11.2.7 and 11.2.8</p>	<p data-bbox="972 316 2002 464">All of Northern Ireland’s 26 District Councils have completed the first two rounds of review and assessments of local air quality. 9 Councils have identified areas where objectives may not be met and have declared these areas as Air Quality Management Areas.</p>

RSTNTP 6.2	Progress at 31 March 2007
<p data-bbox="100 199 817 268">Accessibility – Inter-Urban Bus and Coach network</p> <p data-bbox="145 391 952 582">6. Accessibility of vehicles. 100% of vehicles operating on the inter-urban network to meet the requirements of the Public Service Vehicles Accessibility Regulations; overlaps with RTS target 8.2.3 Ulsterbus (ii).</p> <p data-bbox="145 662 952 813">7. Average vehicle age of no more than 8 years – in addition no bus older than 18 years or coach older than 12 years; overlaps with RTS target 8.2.3 Ulsterbus (i).</p>	<p data-bbox="972 391 1904 462">41.4% of Ulsterbus buses and coaches accessibility compliant. [10.1% compliant 2001/02]</p> <p data-bbox="972 662 1769 734">Average Ulsterbus vehicle age 11.8 years. Average Ulsterbus vehicle age 13.5 years in 2001/02.</p> <p data-bbox="972 774 1624 925">276 buses older than 18 years. 217 buses older than 18 years in 2001/02. 3 coaches older than 12 years. No coaches older than 12 years in 2001/02.</p>

RTS - DRD Initiatives 5.3.1	Progress at 31 March 2007
(i) Future institutional arrangements for the planning, delivery and regulation of public transport in Northern Ireland – ‘A New Start for Public Transport in Northern Ireland’.	Change Programme agreed with Programme Board, stakeholder group and work streams established. Detailed work for each work stream to commence mid-April.
(ii) Prepare an Accessible Transport Strategy for Northern Ireland.	Accessible Transport Strategy published 5 April 2005. Following consultation a new Action Plan will be published later in 2007.
(iii) Factor the transport needs of people with disabilities into the development of Transport Plans: Belfast Metropolitan Transport Plan Regional Strategic Transport Network Transport Plan Sub Regional Transport Plan	Completed Nov 04 Completed Mar 05 The needs of older people and people with disabilities have been considered in the development of SRTP, principally through cross referencing with the Accessible Transport Strategy. SRTP published on 11 June 2007.
(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.	Work continues with DOE, Heritage and Local Government to develop a Collaborative Spatial Planning Framework setting out the relationship between the Regional Development Strategy and the National Spatial Strategy for Ireland and how both strategies will be implemented for mutual benefit. The Cross Border Roads Steering Group provides regular opportunity for representatives from Roads Service to meet with their counterparts from the National Roads Authority to discuss matters of mutual interest.

RTS - DRD Initiatives 5.3.1	Progress at 31 March 2007
<p>(v) 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>	<p>DRD officials continue to maintain close links with their UK counterparts.</p>
<p>(vi) 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"> • 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. • Reassessment of the contribution to be made by developers in mitigating the impact of their new developments on transportation infrastructure and services. 	<p>Consideration of the scope for use of PPPs in the development of the road network is ongoing in the context of the Expanded Strategic Roads Improvement Programme and ISNI2.</p> <p>The Transport Assessment Guidelines for Housing Developments in Northern Ireland was published in Nov 06. Roads Service has controls and procedures in place to ensure that financial contributions or road improvements are provided by the developer. For roads undertaken by the developer as a condition of planning approval, the contribution is recorded when the road is adopted.</p>

RTS - DRD Initiatives 5.3.1	Progress at 31 March 2007
<ul style="list-style-type: none"> Consideration of the potential benefits/disbenefits of road user charging; and 	<p>In line with GB, the Secretary of State agreed that officials should pursue the introduction of enabling powers for pilot local road charging schemes. (Note: With the restoration of devolved Government, the legislative route for the introduction of enabling powers for pilot local road charging schemes is now through the Assembly Bill process)</p> <p>The Roads Service Board on 31 January 2007, requested that:</p> <ul style="list-style-type: none"> - a brief be prepared on the feasibility of inter-urban road tolling on the Strategic Route Network; and - a Plan to be brought forward showing how Roads Service would progress the policy and legislative aspects of the pilot road user charging scheme, similar to the initiative in England. <p>As at 31 May 2007:</p> <ul style="list-style-type: none"> - consultants have been appointed to assess the feasibility of interurban tolling of Northern Ireland's strategic road network and are due to present their findings in the summer of 2007 and - the Minister has considered the Roads Service proposals for progressing the policy and legislative aspects of pilot road charging schemes and has decided not to proceed any further at this stage and to revert to the policy position stated in the BMTP.
<ul style="list-style-type: none"> Further investigation of other possible funding methodologies (including the use of bonds) 	<p>Completed - Feasibility Study by Ernst and Young Mgt Consultants, published in June 2002, concluded that the use of bond finance for roads and public transport was not feasible.</p>

RTS - DRD Initiatives 5.3.1	Progress at 31 march 2007
<p>(vii) 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 Data Monitoring and Modelling Unit, including participation in the Transport Planning Skills Initiative.</p>	<p>RPTD established Aug 02 Public Transport Performance Div. established 2004.</p> <p>Achieved Dec 03</p>
<p>(viii) Establish an external advisory body comprising of representatives from the private and voluntary community sectors to assist the Department in the effective implementation of the RTS.</p>	<p>ITSG - Achieved 2003</p>
<p>(ix) Following improvements to public transport demand management measures may be applied. These are likely to be based upon increased charges or reduced availability of spaces for long stay (commuter) parking. The measures applied will be guided by the work of the DMMU.</p>	<p>As part of the Local Transport Studies undertaken in support of the SRTP, Roads Service has gathered baseline data on parking demand and supply in town centres. A draft parking strategy has been developed for each of the Local Transport Study areas in the SRTP.</p>
<p>(x) Introduce a railway Safety Bill under which subordinate legislation can be made for railway safety in Northern Ireland.</p>	<p>Achieved 2002</p>
<p>(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.</p>	<p>Will now be taken forward in the context of the Review of Bus Regulation 5.3.1 (i).</p>

RTS – DRD Initiatives 5.3.1	Progress at 31 March 2007
(xii) Review and initiate changes to roads legislation to streamline the statutory process for preparing major road works schemes.	Achieved 2005
(xiii) Complete and implement the findings of the Speed Management Review.	A review of Speed Management policy in Northern Ireland was initiated in 2005 with a workshop, attended by representatives from all road safety statutory stakeholders, held in April 2005 to identify and discuss key issues. The Department for Transport published their policies for England in August 2006 and Roads Service has been considering their applicability to Northern Ireland along with other local issues. It is proposed to issue a draft speed management policy for the region for consultation during Autumn 2007.
(xiv) Undertake a feasibility study of decriminalisation of parking offences.	Achieved 2003
(xv) Review the Concessionary Fares Scheme to consider possible extension to other categories following the introduction of free travel initiative on 1 October 2001.	The review of the Concessionary Fares Scheme has been completed and options for the future direction of the Scheme have been sent to the Minister for his consideration. The Minister has asked officials to submit bids to secure resources to extend the Scheme as part of the CSR process.
(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.	Members of the department’s Door-to-Door transport services can use SMART cards as a means of paying for and recording their travel. This removes the need for customers to carry cash. The opportunities presented by SMART card technology are being considered as part of the review of the delivery of public transport in Northern Ireland.

<p>RTS – DRD Initiatives 5.3.1</p>	<p>Progress at 31 March 2007</p>
<p>(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.</p> <p>(xviii) Encourage the establishment of Quality Partnerships, where appropriate, to harness the resources of all to deliver the elements of the Strategy.</p>	<p>DMMU chairs a Research Working Group which is responsible for developing and managing a research programme. UUJ research data has lead to an experimental scheme allowing motorcycles to use bus lanes and an evaluation of Park and Share sites by QUB has been instigated.</p> <p>Roads Service Consultancy has entered into a partnership contract with an external consultant for the provision of consultancy services to assist in the delivery of the roads programme. Partnering arrangements in projects construction between contractor and client is now almost standard practice in Roads Service</p>
<p>Other Transportation-related Initiatives (ongoing or planned) by DRD (Annex C) C1.1</p>	<p>Progress at 31 March 2007</p>
<p>(i) Inter-Departmental group to produce an annual report on progress on the RDS.</p>	<p>Annual Monitoring Report for the year ending 31 March 2006 published in December 2006. Work in progress on RDS 5-year review.</p>
<p>(ii) Publish strategic Planning Statements on:</p> <ul style="list-style-type: none"> • Transportation and Land use (PPS 13) by July 2002 • Housing (PPS 12) by July 2002 • Retailing and Town centres (PPS 5) by Sep 2003 • The Countryside (PPS 14) by Sep 2003 	<p>Completed Feb 05</p> <p>Completed Jul 05</p> <p>Draft PPS 5 published July 2006.</p> <p>Draft PPS 14 published March 2006. Judicial review decision made 7 September – DRD did not have statutory authority to make PPS 14. Remedies to be decided at hearing 27 September 2007.</p>

Other Transportation-related Initiatives (ongoing or planned) by DRD – (Annex C) C1.1	
(iii) Review the Transport programme for people with Disabilities by summer 2002.	Achieved
(iv) Continue to liaise with 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.	Roads Service worked closely with Belfast City Council to see the launch of the Belfast Local Air Quality Action Plan in May 2006. Derry City and Newry and Mourne Council have identified Air Quality Management Areas. Roads Service is working with Councils to address concerns.
(v) Review tourist signing policy in Northern Ireland in conjunction with Northern Ireland Tourist Board.	Achieved