

**REGIONAL TRANSPORTATION STRATEGY
OTHER DEPARTMENTS INITIATIVES: MONITORING**

| RTS - Transport Related Initiatives | Progress at 31 March 2007 |
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| <p>DARD</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> | <p>On 30 April 2003, the Rural Development Council launched a rural transport initiative funded through the Rural Development Programme. Nine rural transport projects (eight promoted by RTF Partnerships; one by a community association) were funded for a three-year period under the EU Programme Building Sustainable Prosperity, "Access to Services" measure.</p> <p>The initiative aimed to provide low cost accessible transport for the most physically and socially isolated individuals within rural communities (the elderly, disabled, unemployed, lone parents and parents of young children).</p> <p>EUPBSP support has ceased for four of these projects to date, with support for the remaining five due to cease over the next few months. The Community organisation promoted scheme has recently completed a Sustainability Strategy which has identified a number of options for the scheme. Mainstream funding from the RTF and income generation from the projects will ensure that the twelve part-time and two full-time jobs, funded through the initiative, will be safeguarded. This will also maintain the provision of approximately 300-passenger trips/ month in seven areas, and 800 in the other two.</p> |

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| <p>DE</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> | <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 is being 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> | <p>DE continues to contribute to School Travel Advisory Group, attending the quarterly meetings and liaising with other Departments as necessary.</p> |

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| <p data-bbox="107 276 190 304">DEL</p> <p data-bbox="107 384 763 1225">(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 data-bbox="788 392 2063 539">The Report of the Taskforce on Employability and Long-Term Unemployment was published in December 2002. This Report contains some forty recommendations and twelve action points affecting most Government Departments and addresses obstacles to employability including issues pertaining to transport.</p> <p data-bbox="788 584 2063 655">A First Review and Progress Report that issued in December 2004 demonstrated what had been achieved at that stage. This Report can be found at www.delni.gov.uk.</p> <p data-bbox="788 663 1928 730">Outstanding recommendations from the Taskforce Report are being progressed by Departments with lead responsibility for those issues.</p> |

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| <p>DETI</p> <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>(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>The Inter-Departmental Working Group concluded that the identification of areas as Strategic Employment Locations was not the best way to facilitate this aspect of economic growth. The proposal to drop the concept was included in the focused assessment of the RDS. DETI continues to work with DOE Planning, DRD and others to contribute to the accessibility objective of the RTS.</p> <p>Invest NI continues to work with DoE Planning Service to assist it in its role of identifying appropriate land for employment/industrial use. It is currently engaged with the Department on eight Area Plans at various stages of development. Invest NI continues to promote the importance of accessibility and transportation in the site selection process.</p> <p>Invest NI has included provisions for Green Transport Plans in planning strategies for the recently designed Global Point & Forth River Business Parks.</p> |

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| <p>DFP</p> <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>Workplace 2010</p> <p>The Strategic Review of Office Accommodation was completed and has since developed into Workplace 2010, a PFI contract for the NICS office estate. The contract will involve the transfer of about 77 government buildings to a private sector partner who will be responsible for a major upgrade and refurbishment of a number of core properties and the ongoing maintenance and servicing of the portfolio for the lifetime of the contract. The contract is not intended to address the issue of decentralisation. However dispersal remains a key political issue and a major consideration for the Workplace 2010 programme. The contract will therefore be required to provide sufficient flexibility to respond to decisions on dispersal as and when these are made. The cost of flexibility will also be priced upfront under competition thus ensuring that the NICS achieves best value.</p> <p>Details about the programme are available at www.workplace2010ni.org or through departmental intranet sites.</p> <p>Location of Public sector Jobs</p> <p>The Review of Public Administration reached a conclusion in March 2006. Implementation is now being taken forward by the relevant Government Departments. One of the RPA cross-cutting themes is focused on Estates Issues.</p> <p>The implementation of Ministerial decisions in relation to the RPA could potentially result over time in some relocation of public sector jobs across Northern Ireland. While there is considerable current guidance on relocation and accommodation, including HM Treasury and Department of Finance and Personnel (DFP) guidance, the scale of change provides opportunities to review the policy framework and in particular the principles which need to underpin decisions resulting from the RPA.</p> |

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| DFP (vii) cont'd | <p>Accordingly an Estates Working Group, chaired by DFP Permanent Secretary, John Hunter, was set up in Summer 2006 to collate the estates strategies and plans in the various RPA areas and to stimulate their effective co-ordination taking account of other reform programmes so that decision making by Ministers and Local Authorities on the location of new bodies is well informed and soundly based.</p> <p>This consultation paper published on 26 January 2007 – <i>Guiding Principles for the Location of Public Sector Jobs in Northern Ireland</i> - invites views on the proposed guiding principles to underpin decisions on the location of public sector jobs resulting from the RPA.</p> <p>The consultation period will run from 26 January 2007 until 20 April 2007. Copies of the document are available online at www.rpani.gov.uk/index/cross-cutting-themes/estate-issues</p> |

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| <p data-bbox="109 201 277 233">OFMDFM</p> <p data-bbox="109 277 763 1007">(viii) The Strategic Investment Board Ltd (SIB) is a Company wholly owned by the Office of the First Minister and Deputy First Minister. The SIB provides a centre of expertise, working in co-operation with Departments and other public bodies to bring about change in infrastructure investment, and improving the quality and speed of delivery of this investment. As well as being a “delivery” mechanism for key projects, the SIB is responsible for the development of a rolling Investment Strategy for Northern Ireland (ISNI). The Investment Strategy looks at transport and other infrastructure investment opportunities over a 10 year horizon and provides a comprehensive and effective approach to making informed decisions on investment plans.</p> | <p data-bbox="790 277 2080 424">The initial Investment Strategy is now being reviewed with the aim of producing “ISNI 2” by the Autumn of 2007. “ISNI 2” will be a coherent investment strategy document that fully and transparently reflects the Executive’s strategic priorities for transport and other infrastructure needs.</p> |

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| <p>DHSSPS</p> <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>A regional patient transport strategy has been drafted and is programmed to be published on the DHSSPS web site by summer 2007. It is expected that data on the number of patient miles and types of vehicles will be collected starting in 2008/2009. Information of that nature can be used to determine the carbon emissions of separate types of vehicle. This will provide the opportunity to establish a baseline from which to measure progress.</p> <p>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, is taken into account for all new facilities through the application of NEAT (NHS Environmental Assessment Tool) in considering the locations of new buildings and lease properties.</p> |

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| <p>DOE</p> <p>(x) A Consultation Document containing proposals for a Local Air Quality Management Bill for Northern Ireland was issued in October 2001. Consideration has been given to the responses to the Consultation Document and to the content of the proposed Bill. The new legislation is expected to be in place before the end of the summer 2003.</p> | <p>The Environment (NI) Order 2002 came into force in January 2003. Under the Order District Councils in Northern Ireland must carry out a regular Review and Assessment of their local air quality against Air Quality Objectives (AQO) prescribed under the Air Quality (NI) Regulations 2003. Where it is likely that an AQO will not be met in an area where the public will be exposed, the Council is required to:</p> <ul style="list-style-type: none"> ▶ Declare an Air Quality Management Area , and ▶ Develop an Action Plan to address the problem. |
| <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> | <p>All of Northern Ireland’s 26 District Councils have completed the first two rounds of review and assessments. The current status of these reviews may be summarised as follows</p> <p>AQS Objectives for the following pollutants have been met by the due dates:</p> <ul style="list-style-type: none"> ▶ Carbon Monoxide ▶ Benzene ▶ 1,3-Butadiene ▶ Sulphur Dioxide (1-hour and 24-hour Objectives) <ul style="list-style-type: none"> - 9 Councils have identified areas where Objectives may not be met and have declared these areas as Air Quality Management Areas. |

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| <p>DOE</p> <p>(xiii) Having completed a public consultation, the DOE will prepare, by March 2003, detailed legislative proposals for mutual recognition of driving disqualifications between Great Britain and Northern Ireland (subject to progress on parallel legislation in Great Britain).</p> | <p>Mutual recognition of driving disqualifications between Great Britain and Northern Ireland was provided for in the Crime (International Co-operation) Act 2003 and the Road Traffic (Driving Disqualifications) (Northern Ireland) Order 2003. The provisions came into operation with effect from 11 October 2004.</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>Progress towards achieving the objectives and the casualty reduction targets in the Road Safety Strategy is monitored regularly by two inter-departmental and agency groups, a Road Safety Review Group and a Road Safety Steering Group to which it reports.</p> <p>The third Annual Report, for the period from January to December 2005, was published in February 2007. The Report highlights a 31% reduction (from the 1996 – 2000 average) in the number of people killed or seriously injured and a 48% reduction (from the 1996 – 2000 average) in the number of children killed or seriously injured. It also indicates measures already implemented or on which significant progress has been made and which have made a substantive and positive contribution to reducing road traffic casualties.</p> |

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| <p data-bbox="107 199 197 231">DOE</p> <p data-bbox="107 279 757 853">(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 data-bbox="788 279 2083 502">The Planning Service is committed through Priorities and Budget 2006-2008 to increasing the proportion of Northern Ireland covered by up-to-date adopted or draft area plans to 78% of the land area by 31 March 2008 from 49% at 31 March 2005. Published adopted or draft area plans currently cover 73% of the land area of Northern Ireland. Work continues on a number of area development plans currently under preparation and bringing them forward to draft plan publication stage.</p> |

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| <p data-bbox="107 199 192 231">DOE</p> <p data-bbox="107 279 763 542">(xvi) To complement and integrate the strategic planning guidance provided by the Regional Development Strategy, the locational policies contained in Development Plans and the transportation initiatives proposed in the Regional Transportation Strategy</p> <p data-bbox="107 662 763 1316">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> | <p data-bbox="788 279 2074 502">DOE Planning Service published the final version of Planning Policy Statement 3 (PPS3) in February 2005. PPS3 sets out the Department’s planning policy for vehicular and pedestrian access, protection of transport routes, transport assessments, and parking provision. In February 2005, as part of the revision of PPS3, Planning Service also published parking standards, including guidance for cycle parking provision, as a stand alone supplementary guidance.</p> <p data-bbox="788 662 2040 805">DOE published an economic appraisal of the Committee’s four key recommendations on 5 September 2006, along with a report detailing progress on all 28 recommendations. On the same day Children’s Minister, Maria Eagle, announced a £37 million investment in the following new school bus measures.</p> <ul data-bbox="788 853 2063 1077" style="list-style-type: none"> ▪ The abolition of the practice of three children sharing a two-person seat by the end of the 06/07 school year; ▪ The introduction of ‘no standing’ on school services by April 2009; ▪ The introduction of new high visibility signs and lights on school buses to be fully implemented by April 2009; and ▪ Further progress on the fitting of seatbelts on school buses. |

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| <p>DOE (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> | <p>The Public Service Vehicles Accessibility Regulations (NI) 2003 was made on 23 January 2003 and came into operation on 30 April 2003.</p> |
| <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>(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>New Initiative not referred to in RTS – Introduction of a new licensing category to facilitate demand responsive services.</p> | <p>Following on from the publication in March 2005 of policy proposals for reform of taxi regulation in Northern Ireland, the DOE in August 2006 published for public consultation a draft Taxis (Northern Ireland) Order. This legislation is intended to give the Department enabling powers to implement proposals aimed at modernising the operation and regulation of taxi services in a manner which is conducive to the safety and protection of the travelling public. Key objectives of the proposals include the introduction of a scheme to license taxi operators and booking offices and making taxi services more accessible to people with disabilities and the elderly by increasing the number of accessible taxis. Other proposals include re-introduction of the taxi driving test as well as training requirements for all taxi drivers which will include disability awareness training. The draft legislation is also aimed at reducing the level of illegal taxiing and ensuring fair competition within the taxi industry with benefits to participants and the public. With restoration of the Northern Ireland Assembly, progressing of this draft legislation as a Bill will be a matter for Ministers and the new Executive.</p> <p>A system of plating for all licensed taxis was introduced in Northern Ireland with effect from 1 November 2004.</p> <p>Following a review of the fare structure of Belfast Public Hire Taxis, revised fares were introduced with effect from 27 July 2006 by the Motor Hackney Carriages (Belfast) (Amendment) By-laws (Northern Ireland) 2006.</p> <p>A new licensing category to facilitate demand responsive bus services was introduced in January 2006.</p> |

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| <p data-bbox="107 272 190 304">DSD</p> <p data-bbox="107 387 698 459">(xx) City and Town Centre Reinvigoration Strategy</p> | <p data-bbox="792 387 2007 539">In light of the Review of Public Administration this has been deferred. However, Neighbourhood Renewal and other spatially-focused regeneration activities will address a number of local transport issues. One example is the river walk link for cycle and pedestrian use in Omagh.</p> |

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| <p>PSNI</p> <p>(xii) DOE is to examine the feasibility of a ‘netting-off’ project whereby a portion of the revenue from fixed penalties for speed-related road traffic offences would be used to permit greater use of enforcement technology eg, speed and red light cameras.</p> | <p>The Northern Ireland Safety Camera Scheme is a partnership involving representatives from Department of the Environment, Department for Regional Development, Northern Ireland Court Service, Northern Ireland Office and the Police Service of Northern Ireland.</p> <p>Legislation to allow for the cost recovery of revenue from fixed penalties issued for speeding and other offences was introduced via Article 20 of the Criminal Justice (NI) Order 2005.</p> <p>Further information in relation to the Northern Ireland Safety Camera Scheme is available via the Police Service’s website www.psni.police.uk.</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> | <p>The major causes of death and serious injury on the roads of Northern Ireland are (1) Excess Speed, (2) Drink/Drugs-Driving, (3) Careless/Dangerous Driving, (4) Failing to Wear a Seat belt. During 2005/06 the Police Service of Northern Ireland detected 27,585 motorists driving substantially in excess of the speed limit, 5,195 motorists for drink driving, 7,595 motorists for careless/dangerous driving and 18,166 people for failing to wear their seat belt. 23,511 motorists were preliminary breath-tested for alcohol at the roadside.</p> <p>The Police Service continues to be concerned about the number of motorcycle fatalities on our roads. Operation Bikesafe, which was launched on 6 May 2003, at the NW200 circuit, continued in 2005/06 with 555 motorcyclists applying for Bikesafe ‘ride-out’ assessments conducted by Police advanced motorcyclists. 473 assessments were completed of which 448 were successful. Bikesafe has made a significant contribution to reducing the number of motorcycle fatalities from 24 in 2004/05 to 12 in 2005/06</p> <p>On 1st July 2003 the Police Service of Northern Ireland and the Minister of the Environment launched the Northern Ireland Safety Camera Scheme. Via the Scheme speed cameras, both fixed site and mobile are deployed on roads with a high incidence of speed related collisions and an identified speeding problem. All speed enforcement</p> |

Abbreviations

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| 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 |