

Sub-Regional Transport Plan 2015

Consultation Process Report



Consultation Process Report

Sub-Regional
Transport Plan
2015

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1. Introduction

The Sub-Regional Transport Plan (SRTP) has been prepared by the Department for Regional Development (the Department) based upon the guidance provided by the Regional Development Strategy (RDS)¹ and the Regional Transportation Strategy (RTS)². The SRTP deals with the transport needs of the whole of Northern Ireland with the exception of the Belfast Metropolitan Area and the rail and trunk road networks which are covered in earlier Transport Plans³.

In line with the RTS, the SRTP notes the highway linkages with the Regional Strategic Transport Network and identifies separate packages of measures for the period 2002 – 2015 by mode of transport:

- walking and cycling;
- public transport; and
- highways and traffic management.

The costs of the packages are constrained by the relevant indicative expenditure, given in the RTS, enhanced by the Investment Strategy for Northern Ireland (ISNI). It is important to note that the implementation of the measures proposed in the SRTP will be subject to:

- detailed economic appraisal;
- clearing the relevant statutory procedures such as environmental assessment, planning and land acquisition (some of which may require Public Inquiries); and
- the availability of public money through the normal budgetary processes.

The overall development of the SRTP was based on the Guidance on the Methodology for Multi-Modal Studies (GOMMMS)⁴ an objective led approach to seeking solutions to transport problems. The methodology incorporates consultation as an integral process at various stages in the development of the strategy.

¹ Shaping Our Future: Regional Development Strategy for Northern Ireland 2025, DRD, September 2001

² Regional Transportation Strategy for Northern Ireland 2001-2012, DRD, July 2002

³ Belfast Metropolitan Transport Plan 2015 and Regional Strategic Transport Network Transport Plan 2015

⁴ Guidance on the Methodology for Multi-Modal Studies (GOMMMS), DETR, March 2000

1.1 Purpose of this Report

The purpose of this report is to record the part played by consultation in the development of the SRTP. The report focusses on the public consultation undertaken on the Draft SRTP document.

The consultation on the Draft SRTP had the following objectives:

- to raise awareness of sub-regional transportation issues;
- to inform a wide range of interested groups and individuals;
- to gather new ideas that might be incorporated into SRTP;
- to provide an indication of the transportation priorities within the sub-regional area; and
- to confirm the public acceptability of the proposals contained in the Draft SRTP.

The Department is grateful to the councils, elected representatives, organisations and individuals who participated in the consultation on the Draft SRTP. Their contributions have ensured that the final Plan has been developed on a sound basis of understanding of the views expressed about transportation-related issues, both currently and in the medium to longer term.

All written and email responses, received during the consultation on the Draft SRTP, with the author's permission, are available on the SRTP website at www.drdni.gov.uk.

1.2 Structure of Report

The remainder of this report outlines the separate stages followed in considering responses to the Draft SRTP. The stages are outlined as follows:

- Chapter 2 – Publication of the Draft SRTP;
- Chapter 3 - Classification, Collation and Consideration of Responses/Comments received;
- Chapter 4 - Summary of Comments by Mode by Main Issue; and
- Chapter 5 - Influences on the SRTP.

2. Publication of the Draft SRTP

2.1 Introduction

This chapter summarises the tasks involved in the publication of the Draft SRTP. The tasks included, in sequence, the placing of newspaper advertisements, the distribution of documents and follow-up meetings with Councils and other groups to provide more information about the SRTP process. Each of these tasks are described in more detail in this chapter.

The Draft SRTP was published for consultation on 31st March 2006, with views invited to be returned 12 weeks later, by 23rd June 2006.

2.2 Newspaper Advertisements

Notification of the consultation period for the Draft SRTP was placed in Northern Ireland's three principal local daily newspapers: The Belfast Telegraph, The News Letter and The Irish News. The Draft SRTP report and all related documents were also available on the worldwide web⁵.

2.3 Document Distribution

This task involved the distribution of documents to a number of groups and individuals. In total there were seven different documents related to the SRTP:

- Draft SRTP;
- Executive Summary of Draft SRTP;
- Draft Equality Impact Assessment (EQIA);
- Executive Summary of Draft EQIA;
- Technical Supplement (Northern Ireland wide);
- Technical Supplement per Council area; and
- Environmental Report.

A total of 1125 documents were sent out to consultees, see Table 2.1 for details. A letter explaining the consultation, informing respondents how they could receive further information and respond to the consultation was also issued.

⁵ www.drdni.gov.uk or www.roadsni.gov.uk or www.consultationni.gov.uk

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Table 2.1 – Summary of Numbers and Types of Documents Distributed

Delivered To:	Type of Document						Total
	Draft SRTP	Draft SRTP Exec Sum	Tech Sup NI	Tech Sup Council	Draft EQIA	SEA	
Machinery of Government	200				200		400
Councils	40			40			80
ITSG ⁶	40						40
Section 75 ⁷					200		200
Umbrella Group and Interested Parties ⁸		50					50
Requests ⁹	189	78	34	35	12	7	355
Totals	469	128	34	75	412	7	1125

2.4 Meetings with Councils

A total of 20 Councils covered the 29 Other Urban Areas and Rural Areas dealt with in the SRTP. When documents were released to the Councils they were invited to meet with representatives from the SRTP Project Team. In all, 15 Councils requested meetings. The SRTP Project Team subsequently delivered presentations to provide a greater understanding of the SRTP process and outputs.

The SRTP Project Team were supported at presentations by relevant Roads Service Divisional representatives. Details of these meetings are set out in Table 2.2 below.

⁶ Integrated Transport Stakeholders Group.

⁷ 'Guidance for Implementing Section 75 of the Northern Ireland Act 1998' provided guidance on the documents that should be made available to Section 75 organisations.

⁸ Certain organisations had been highlighted by the Department as being a significant 'umbrella group' from the Section 75 lists and they were also sent a copy of the Draft EQIA in order to ensure a more robust response. Some organisations within Section 75 group also contacted us requesting a Draft EQIA once consultation began.

⁹ Once released there was a system in place to deal with any other requests through phone, letter, or post.

Table 2.2 – Details of Meetings – Councils

Council	Date of Meeting
Antrim Borough	25/05/06
Ballymena Borough	21/06/06
Ballymoney Borough	01/06/06
Coleraine Borough	06/06/06
Cookstown District	08/06/06
Craigavon Borough	12/06/06
Derry City	17/05/06
Down District	06/06/06
Fermanagh District	31/05/06
Larne Borough	05/06/06
Limavady Borough	23/05/06
Magherafelt District	19/06/06
Newry & Mourne District	09/06/06
Omagh District	25/05/06
Strabane District	30/05/06

2.5 Meetings with Other Groups

There was also an opportunity for other groups to express an interest in meeting with the SRTP Project Team as part of the consultation process. A number of umbrella groups contacted the SRTP team to organise meetings. Details of the ‘Other Groups’ that the Department met with are given in Table 2.3 below.

Table 2.3 – Details of Meetings – Other Groups

Group	Date of Meeting
Cycling Forum	09/05/06
Dungannon Regeneration Group	07/04/06
General Consumer Council	05/06/06
Inclusive Mobility & Transport Advisory Committee	13/06/06
Integrated Transport & Stakeholders Group	15/05/06
Northern Ireland Disability Alliance	06/06/06
Northern Ireland Freight Forum	15/05/06
North West Stakeholders Association	24/05/06

3. Classification, Collation and Consideration of Responses/Comments

3.1 Introduction

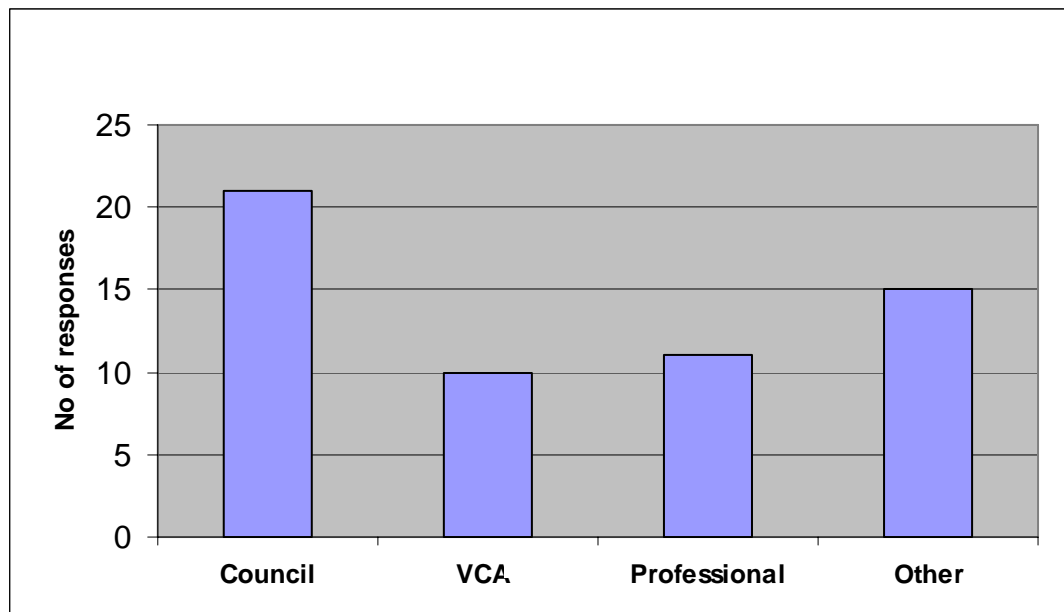
This chapter gives details on how the responses received on the Draft SRTP were considered. This involved a number of tasks undertaken in sequence. The tasks included the classification of response organisation, recording of individual comments, collation of comments by mode of transport, and finally coding and collation of comments by main issue and geographic area. The chapter concludes with a general overview of the comments received.

3.2 Classification of Responses Received

A total of 57 responses were received. They were classified by organisation as follows, see Figure 3.1:

- 21 from Councils;
- 10 from voluntary/community/access groups (VCA);
- 11 from professional / trade associations; and
- 15 from others which included private individuals, political parties and private companies.

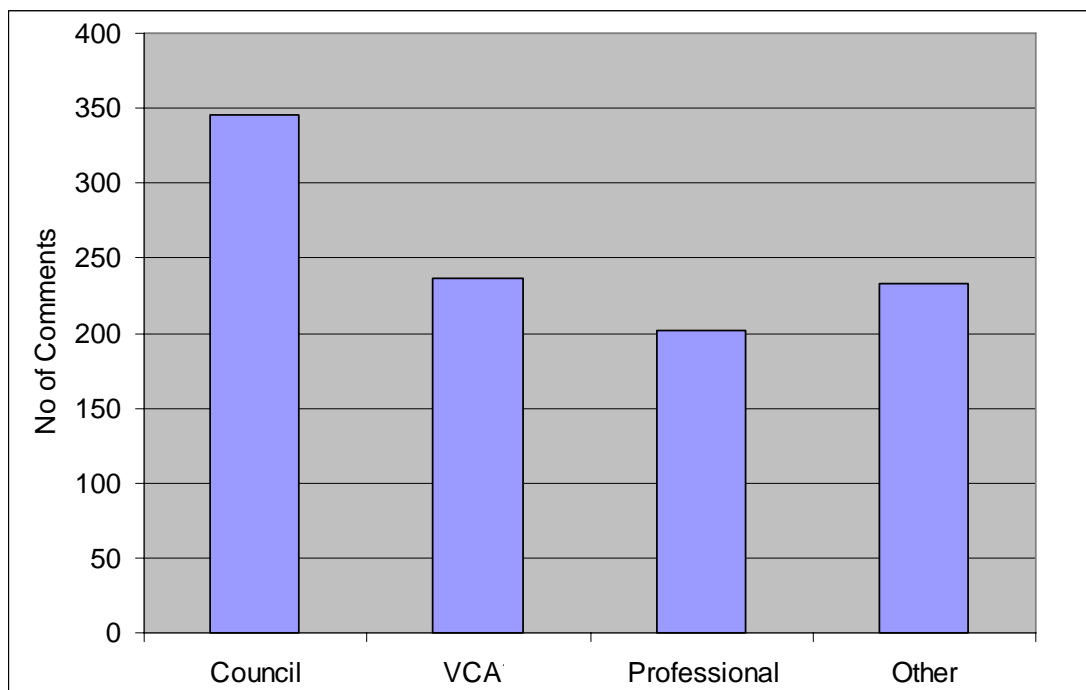
Figure 3.1 – Number of Responses Received by Classification



3.3 Breakdown of Responses into Individual Comments

Each response was broken down into separate individual comments taken verbatim from the consultee's submissions. This was carried out to facilitate a detailed assessment of all the information submitted to the SRTP Project Team. From the 57 responses received, the breakdown resulted in over 1000 individual comments being generated, distributed across the consultee classification as shown in Figure 3.2 below:

Figure 3.2 – Total Comments by Classification



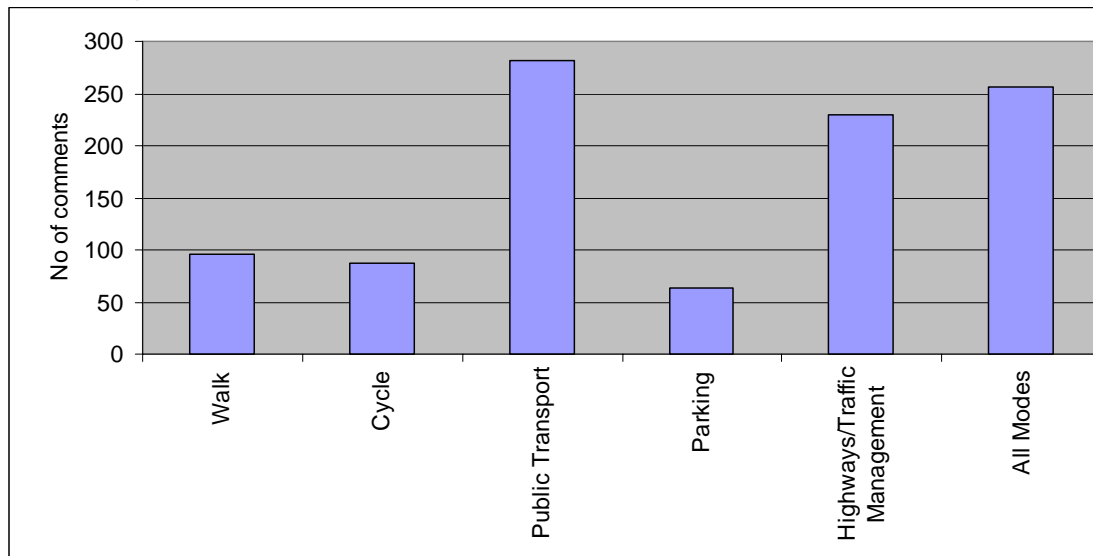
The individual comments were analysed and then collated under the modal headings used in the SRTP namely:

- walking;
- cycling;
- public transport;
- parking;
- highways/traffic management; and
- all modes.

The comments were distributed across the modes as shown in Figure 3.3 below. Where comments tended towards specific topics, public transport and highways/traffic management generated the largest number. A significant number of the consultees comments raised issues without reference to a specific mode. In these cases the comments were coded to “all modes”. Walking and cycling issues generated a similar number of comments while parking generated the

least number of comments from the responses received.

Figure 3.3 – Number of Comments Collated by Mode



3.4 Consideration of comments by Main Issue

Having collated the comments into their respective modes they were then further considered to identify commonly occurring 'main issues' within each mode.

For the modes Walk, Cycle, Public Transport and Highways/Traffic Management a relatively large number of comments were found to relate to each of the following seven main issues:

- support for measures;
- additional general funding;
- additional urban measures;
- additional rural measures;
- accessibility issues;
- partnership/liaison approach; and
- other issues.

For the mode, Parking, consideration of the comments identified a different set of main issues, as follows:

- support for measures;
- additional supply;
- less supply;
- manage existing supply;

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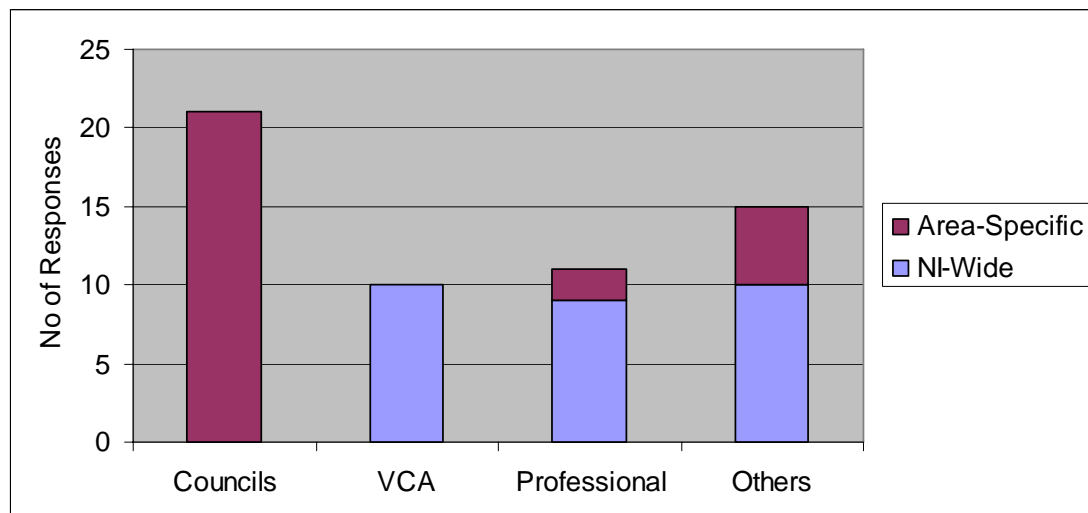
- accessibility issues;
- park & ride/share & parking at public transport termini; and
- other issues.

Under the 'All Modes' classification a number of consultees' comments referred to a wider spectrum of issues. These have been aggregated together under the following seven main issues:

- support for measures;
- financial balance;
- promotion of non-car modes;
- setting SRTP objectives;
- accessibility issues;
- partnership & delivery; and
- other issues.

Of the responses received there was an even split between those that were Northern Ireland (NI)-wide and those that were area-specific, see Figure 3.4. Generally Councils' responses referred to their own council areas, while the Voluntary, Community and Access groups along with the Professional / Trade and Other groups made responses on a NI-wide basis.

Figure 3.4 – Number of Responses by Geographic Area and Classification



4. Summary of Comments by Main Issues

4.1 Introduction

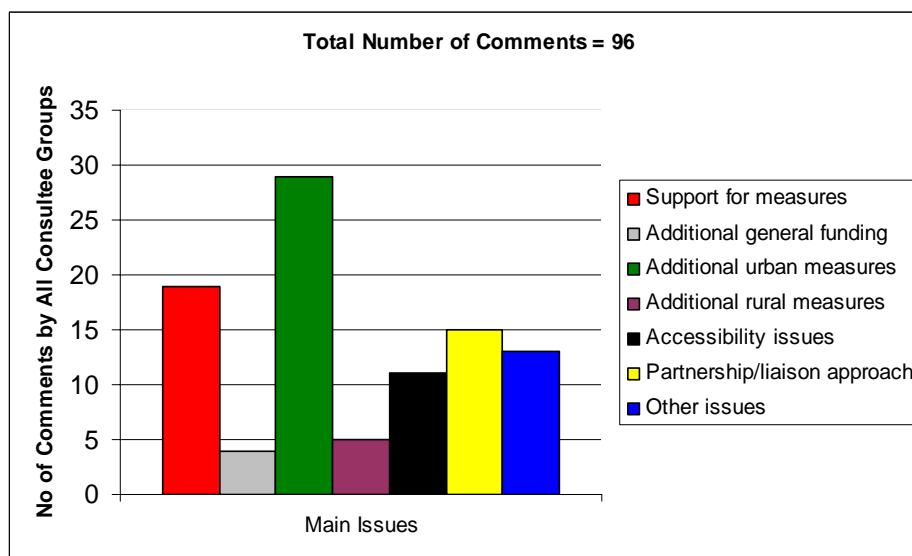
This chapter provides a summary by mode of the comments by main issue raised by consultee groups from all 57 responses received. Annex A provides further detailed figures for each mode and by classification.

4.2 Walking

There were 96 comments recorded concerning walking and the summary results for all consultee groups are presented in Figure 4.1. These together with further details provided in Annex A, Figure A1, highlight:

- requests for additional measures in urban areas was the most frequently raised issue;
- there was general support across the consultee groups for the walking measures;
- partnership/liaison arrangements in relation to the planning and implementation of walking measures were raised by a number of consultees;
- a number of comments fell into the “other issues” categories. Subsequent inspection of these identified a number requesting additional detail regarding the proposed walking measures; and
- accessibility issues were the main concerns of the voluntary, community and access groups and tended to focus on public transport.

Figure 4.1 – All Consultee Groups ‘Walk’ Comments by Main Issue

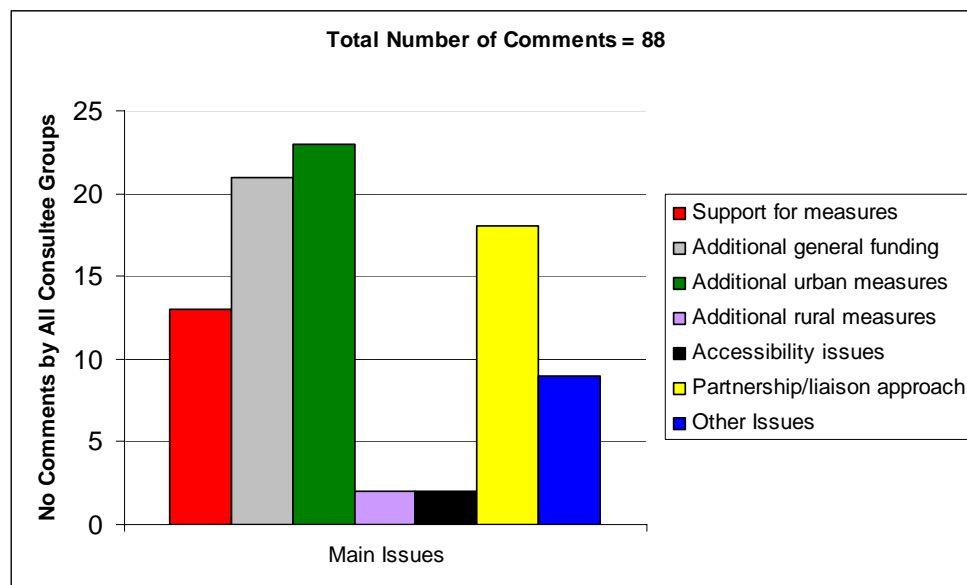


4.3 Cycling

There were 88 comments recorded concerning cycling and the summary results for all consultee groups are presented in Figure 4.2. This together with further details provided in Annex A, Figure A2, highlight:

- The most frequent request was for additional cycling measures in urban areas while there was a body of opinion seeking more funding for cycling measures generally;
- A number of consultees suggested that Roads Service / the Department should work in partnership and liaise more fully with all groups/organisations that have an interest in cycling;
- There was support expressed for the cycling measures contained in the Draft SRTP; and
- a number of comments fell into the “other issues” categories. Subsequent inspection of these identified a number requesting additional detail regarding the proposed cycle measures contained in the Technical Supplements.

Figure 4.2 – All Consultee Groups ‘Cycle’ Comments by Main Issue

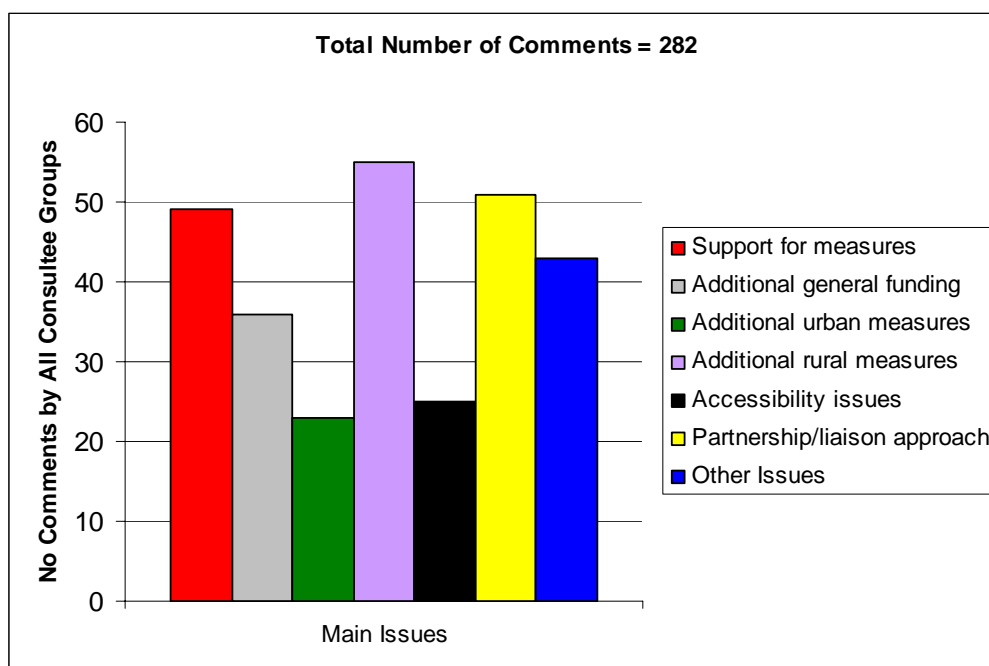


4.4 Public Transport

There were 282 comments recorded concerning public transport and the summary results for all consultee groups are presented in Figure 4.3. This together with further details provided in Annex A, Figure A3, highlight:

- most comments on public transport tended to be focused on requests for more additional measures in rural areas while there were some requests for additional urban measures;
- a number of consultees, particularly VCA, suggested that Roads Service/ the Department should work in partnership and liaise more fully with all groups to enhance the profile and usage of public transport;
- the public transport proposals contained in the Draft SRTP were generally supported;
- there were a number of requests for additional focus/spend on public transport; and
- a number of comments fell into the “other issues” categories. Subsequent inspection of these identified a number making reference to the taxi review and draft taxi order.

Figure 4.3 – All Consultee Groups ‘Public Transport’ Comments by Main Issue

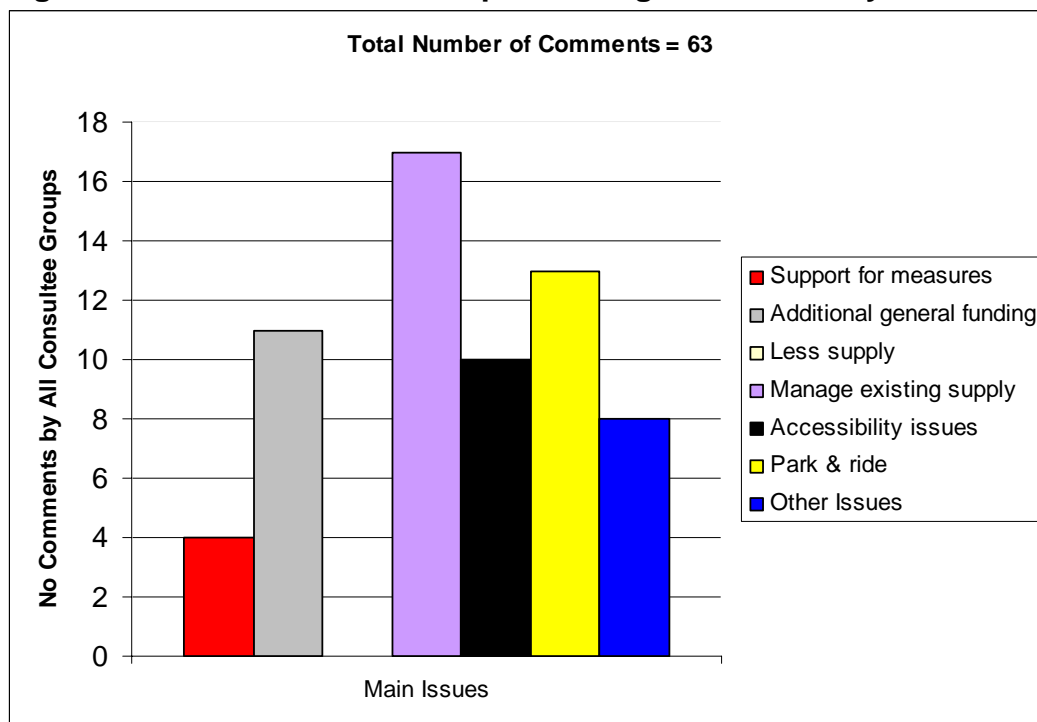


4.5 Parking

There were 63 comments recorded concerning parking and the summary results for all consultee groups are presented in Figure 4.4. This together with further details provided in Annex A, Figure A4, highlight:

- Most of the comments on parking suggested that the existing supply of spaces, particularly on-street, could be better managed. Some strong views on the introduction and the level of payment for on-street parking were also recorded;
- A number of the comments received suggested that more could be done in the areas of Park and Ride/Share and in providing more spaces at public transport termini;
- A number of consultees suggested that Roads Service / the Department should make provision for additional supply of spaces;
- Some consultees suggested that access to car parks could be improved; and
- While there was a level of support for the measures contained in the Draft SRTP some consultees suggested there was a lack of detail regarding parking issues.

Figure 4.4 – All Consultee Groups ‘Parking’ Comments by Main Issue

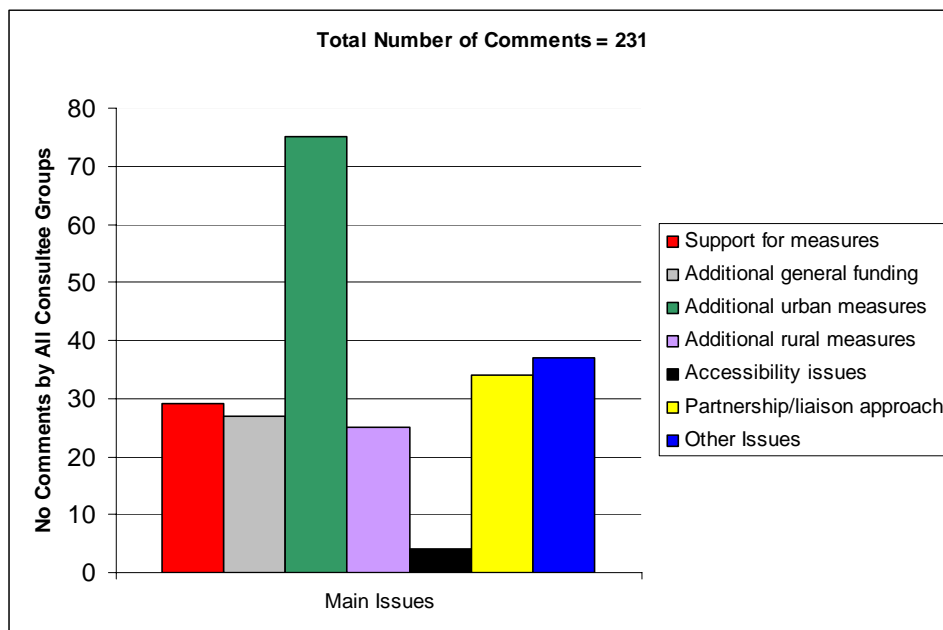


4.6 Highways/Traffic Management

There were 231 comments recorded concerning highways and traffic management and the summary results for all consultee groups are presented in Figure 4.5. This together with further details provided in Annex A, Figure A5, highlight:

- Most of the comments received suggested that additional measures should be provided in urban areas;
- While there was a level of support for the specific measures identified in the report a number of comments suggested that more funding should generally be provided for highways and traffic management infrastructure;
- additional measures requested for rural areas tended to focus on maintenance issues;
- a number of consultees comments related to strategic highways issues that would relieve congestion; and
- A number of consultees, particularly VCA, suggested that Roads Service/ the Department should work in partnership and liaise more closely with all groups in the planning and delivery of highways/traffic management measures.

Figure 4.5 – All Consultee Groups ‘Highways/Traffic Management’ Comments by Main Issue

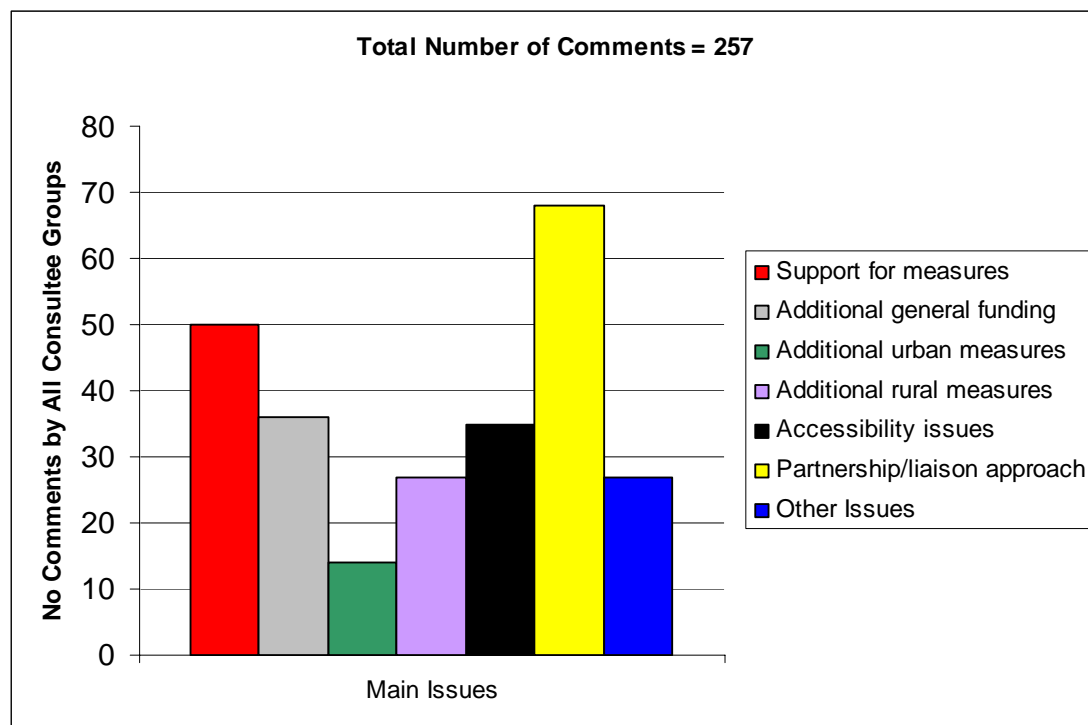


4.7 All Modes

There were 257 comments recorded concerning all modes of travel and the summary results for all consultee groups are presented in Figure 4.6. This together with further details provided in Annex A, Figure A6, highlight:

- Across the consultee groups the most frequent comment/request was for the partnership/liaison approach to be more fully adopted on transport plans and delivery of measures;
- While there was general support for the measures contained in the SRTP Report some comments suggested that there was not enough focus on non-car modes;
- a number of consultees, particularly councils, challenged the SRTP modal finance allocations (i.e. wanted more funding for public transport and walk/cycle initiatives and less spent on highways); and
- A number of comments, particularly from VCA, suggested that there was limited reference to accessibility issues particularly for user groups such as older people, people with disabilities and children.

Figure 4.6 – All Consultee Groups ‘All Modes’ Comments by Main Issue



5. Influences on SRTP

5.1 Introduction

This chapter outlines, by mode, how the consultation comments on the Draft SRTP influenced the content of the final SRTP.

5.2 Walking

The principal comments on walking, and their influence on the SRTP content, are summarised in Table 5.1.

Table 5.1 – Comments and Influence on SRTP – Walking

Comment	Influence on SRTP Content
Specific additional measures requested for a number of towns / cities.	The feasibility of these additional measures has been considered on an individual basis. The SRTP confirms that additional connectivity is advantageous but that the measures are not affordable within the RTS funding controls (see Section 5.4). The measures are therefore designated as “Potential Additional Walking Routes” and shown separately in the Walking Blueprints (see Technical Supplements).
The provision of missing links requested in villages and in Rural Areas.	Noted. The SRTP proposes “as far as practical, to provide missing footway links within the built-up areas of settlements” (see Section 7.2).
Request that Roads Service liaise more closely with Councils and others to co-ordinate better the provision of pedestrian measures e.g. leisure routes, town centre Environmental Improvement schemes.	The SRTP notes the need for partnership working to ensure efficient delivery of walking measures. It is proposed to create a cross-departmental group to oversee consistency of approach in identifying schemes for priority delivery on an annual basis. Final decisions on schemes for implementation to be taken by local Roads Service officers in consultation with the relevant local Council (see Section 10.2).
Clarification sought on what primary and secondary route improvements would entail.	It is not possible to be specific about standards as specific local circumstances may influence the practicability of the final design. Reference is added to the “Access for All” best practice guide (see Section 5.4). Further information is also added in the Technical Supplement.

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Recognition sought of the difficulties faced by older people or people with disabilities due to the pedestrian environment and the role played by Shopmobility.	References to difficulties added in statements of current problems (see Section 3.4 and 4.4) and to Shopmobility (see Section 5.7).
Need to confirm that proposals link closely to existing initiatives and best practice on accessibility.	References added to “Access for All”, the Northern Ireland Walking Action Plan, and “Inclusive Mobility – a guide to best practice on access to pedestrian and transport infrastructure” (see Section 5.4).

5.3 Cycling

The principal comments on cycling, and their influence on the SRTP content, are summarised in Table 5.2.

Table 5.2 – Comments and Influence on SRTP – Cycling

Comment	Influence on SRTP Content
Specific additional measures requested for a number of towns / cities to ensure a more 'joined up' cycle network is provided.	The feasibility of these additional measures has been considered on an individual basis. The SRTP confirms the value of identifying more extensive cycle networks but that the measures are not affordable within the RTS funding controls. It is therefore not intended that Roads Service lead on the funding and implementation of these additional cycle links but that they are used for long term planning and negotiation with developers and other stakeholders as opportunities arise (see Section 5.4). The measures are therefore designated as "Potential Additional Cycling Routes" and shown separately in the Cycling Blueprints (see Technical Supplements).
Request that Roads Service liaise more closely with Councils and others to co-ordinate better the provision of cycle measures including leisure routes and integrated town centre schemes.	The SRTP notes the need for partnership working to ensure efficient delivery of cycling measures. It is proposed to create a cross-departmental group to oversee consistency of approach in identifying schemes for priority delivery on an annual basis. Final decisions on schemes for implementation to be taken by local Roads Service officers in consultation with the relevant local Council (see Section 10.2).
Clarification sought on what standards of provision are proposed for the cycle routes.	It is not possible to be specific about standards of provision as specific local circumstances may influence the practicability of the final design.
Concern was expressed at the prospect of shared walk/cycle routes.	Noted. There is a commitment to minimise and mitigate, in so far as is possible, through the design process.

5.4 Public Transport

The principal comments on public transport, and their influence on the SRTP content, are summarised in Table 5.3.

Table 5.3 – Comments and Influence on SRTP – Public Transport

Comment	Influence on SRTP Content
Inadequate bus services proposed for Rural Areas.	The proposals reflect the funding controls in the RTS. SRTP confirms service standards for rural settlements (see Table 7.2) and Demand Responsive Transport (DRT) proposed as likely mode of operation to hamlets and small villages (see Section 7.2).
Clarification sought on proposals for bus service in the open countryside.	Proposals for the role of DRT and the need for evaluation of existing schemes confirmed (see Section 7.3).
Recognition sought of the current and future role of the Rural Community Transport Partnerships.	Additional explanation added in terms of current urban (see Section 5.7) and rural roles (see Section 7.2). Clarification provided that future role is dependant on current review of Rural Transport Fund (see Section 7.2).
Frequency and attractiveness of some urban bus services regarded as poor.	Additional text added regarding likely improved urban bus services resulting from Ulsterbus Strategic Review (see Table 5.3 and Section 5.7)
Roads Service should work in partnership and liaise more fully with all groups to enhance the profile and usage of public transport.	The SRTP notes the need for partnership working to ensure efficient delivery of public transport measures and supporting infrastructure. It is proposed to create a cross-departmental group including Translink (as the prime operator) to oversee consistency of approach in identifying infrastructure schemes for priority delivery on an annual basis. Final decisions on infrastructure schemes for implementation to be taken by local Roads Service officers in consultation with the relevant local Council (see Section 10.2).
Request that more measures are proposed to support and encourage the use of taxis.	The SRTP has updated reference to the Taxi Review and the Draft Taxi Order (see Section 2.6). The provision of new taxi stands is proposed as part of town centre parking strategies (see Section 5.5)

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	and at least one should be provided in each town / city (see Section 5.6).
Recognition sought of the difficulties faced by older people or people with disabilities due to the design of vehicles and supporting infrastructure.	References to difficulties added in statements of current problems (see Section 3.4 and 4.4).
Request that better accessibility was provided in connection with buses, bus stops and public transport infrastructure in general.	SRTP confirms that the new buses provided for new urban services will be low floor vehicles accessible for all users (see Section 5.7). Bus stops will have raised kerbs to provide easy access and catchment walk routes will consider crossing facilities. Access improvements to bus and rail stations will benefit all users and ensure compliance with Disability Discrimination Act.
Request for criteria used to identify areas of operation for Door-to-Door transport services.	SRTP confirms that new Door-to-Door services are being introduced in towns with a population of 10,000 or more (see Section 5.7).

5.5 Parking

The principal comments on parking, and their influence on the SRTP content, are summarised in Table 5.4.

Table 5.4 – Comments and Influence on SRTP - Parking

Comment	Influence on SRTP Content
Existing supply of parking spaces could be managed more efficiently.	Draft Parking strategies for each of the 29 towns/cities have been developed which will take advantage of the improved enforcement resulting from the decriminalising of parking enforcement (see Section 5.5).
General requests were made requesting more parking supply to be made available mainly in urban town centres.	Parking surveys and Local Transport Studies did not identify the need for additional provision in towns/cities, however the SRTP confirms that the parking strategies may be refined or developed in line with future changes in parking demand and accessibility (see Section 5.5).
Access to/from town centre car parks was described as poor at a number of locations	The Walking Blueprints include links to car parks (see Technical Supplements).
Request for increased Park & Ride/Share facilities and more parking spaces at Public Transport termini required.	The SRTP confirms that bus based Park & Ride is “generally only viable in cities where there is heavy congestion and pressure on central parking”. Sites will be investigated for Londonderry at Bunrana Road, Drumahoe and Culmore Road (see Section 5.7). Where practical additional parking provision convenient to bus/rail stations is proposed to encourage public transport use by commuters (see Section 5.7).
Recognition sought for the problems faced by Blue Badge holders.	References to difficulties added in statement of current problems (see Section 3.4).
Concern over the inappropriate and unnecessary nature of the introduction of charging for on-street parking in some towns.	SRTP amended to note that the principal criterion in deciding introduction and level of charging “must be the turn-over of short-stay parking spaces and hence the vitality of the towns and cities” (see Section 5.5).

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Request for additional detail regarding parking strategies.	S RTP provides additional detail regarding the content of the draft parking strategies (see Section 5.5).
Residents parking schemes should be implemented to prevent commuters taking up spaces in front of homes.	Draft Parking Strategies assume the incorporation of residents parking schemes where appropriate, including Londonderry (see Section 6.3).

5.6 Highways and Traffic Management

The principal comments on Highways and Traffic Management, and their influence on the SRTP content, are summarised in Table 5.5.

Table 5.5 – Comments and Influence on SRTP – Highways and Traffic Management

Comment	Influence on SRTP Content
Number of requests for specific additional measures in the urban areas.	The feasibility of these additional measures has been considered on an individual basis. A number of additional measures/schemes have been included on the Traffic Blueprints (see Technical Supplements).
Request for additional measures in rural areas focused on maintenance.	SRTP provides additional explanation regarding maintenance budgets and procedures (see Section 8.6).
A number of requests for additional measures in the urban area were for major strategic highway schemes that would provide local traffic relief in town/city centres.	The SRTP does not cater for major schemes on the Regional Strategic Transport Network (RSTN) (see Section 5.5). These schemes are dealt with in the RSTN Transport Plan.
Roads Service should liaise more closely with other authorities such as councils in the preparation of highways/traffic management programmes.	The SRTP notes the need for partnership working to ensure efficient delivery of transport infrastructure and services. It is proposed to create a cross-departmental group to oversee consistency of approach in identifying schemes for priority delivery on an annual basis. Final decisions on schemes for implementation to be taken by local Roads Service officers in consultation with the relevant local Council (see Section 10.2).
More funding should be provided for highways and traffic management particularly to relieve congestion in town centres.	The proposals reflect the funding controls in the RTS. The SRTP also notes “Where these new roads are directly related to new development then developers will be expected to fully or part fund them as appropriate” (see Section 5.5)
Lack of clarity in the allocation of funding for Cross-cutting measures.	Additional text added in SRTP (see Section 8.1).

5.7 All Modes

The principal comments on All Modes, and their influence on the SRTP content, are summarised in Table 5.6.

Table 5.6 – Comments and Influence on SRTP – All modes

Comment	Influence on SRTP Content
Requests for a partnership approach to the development and delivery of schemes for all modes.	The SRTP notes the need for partnership working to ensure efficient delivery of transport infrastructure and services. It is proposed to create a cross-departmental group to oversee consistency of approach in identifying schemes for priority delivery on an annual basis. Final decisions on schemes for implementation to be taken by local Roads Service officers in consultation with the relevant local Council (see Section 10.2).
Request that the balance of investment towards specific geographical areas should be revised.	The allocation of funding was based on the indicative spend by mode as derived from the Regional Transportation Strategy enhanced by proposed funding from the Investment Strategy for Northern Ireland (ISNI) (see Section 9.3). Allocations across the SRTP area was then based upon identified need from various sources including the Local Transport Studies (see Section 5.2).
Promotion of non-car modes was not well represented in the report.	SRTP provides additional detail regarding the Travelwise initiative (see Section 8.4).
Limited references to groups such as older people, people with disabilities, children and people on low income.	Text detailing the Accessible Transport Strategy, including relevant strategic objectives, and linkages to the SRTP, have been added (see Section 2.3). A number of the measures included will result in significant improvements for these groups.
Concerns that the objectives of the SRTP were out-of-date in response to recent environmental concerns.	SRTP is based upon the objectives, outputs and targets passed down by the RTS. The SRTP notes that a review of the RTS is due to commence in 2007 (see Section 2.3).
Concerns that limited reference is made to the Review of Public Administration.	SRTP adds further detail regarding its applicability under current RPA proposals (see Section 10.2).

Annex A: Sub-Regional Transport Plan Statistical Analyses of Consultation Responses

This annex reports the statistical analyses of the 57 responses received on the Draft SRTP document.

The following statistics are reported:

- Table A1 – List of Consultees, Classification and Geographic Area Commented On;
- Figure A1 – Number of ‘Walk’ Comments by Consultee Group by Main Issue;
- Figure A2 – Number of ‘Cycle’ Comments by Consultee Group by Main Issue;
- Figure A3 – Number of ‘Public Transport’ Comments by Consultee Group by Main Issue;
- Figure A4 – Number of ‘Parking’ Comments by Consultee Group by Main Issue;
- Figure A5 – Number of ‘Highways/Traffic Management’ Comments by Consultee Group by Main Issue; and
- Figure A6 – Number of ‘All Modes’ Comments by Consultee Group by Main Issue.

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Table A1 – List of Consultees, Classification and Geographic Area Commented On

Name of Consultee	Classification of Consultee	Geographic Area commented on
Antrim Borough Council	Council	Area Specific
Armagh City & District Council	Council	Area Specific
Ballymena Borough Council	Council	Area Specific
Ballymoney Borough Council	Council	Area Specific
Banbridge District Council	Council	Area Specific
Coleraine Borough Council	Council	Area Specific
Cookstown District Council	Council	Area Specific
Craigavon Borough Council	Council	Area Specific
Derry City Council	Council	Area Specific
Down District Council	Council	Area Specific
Dungannon & South Tyrone Borough Council	Council	Area Specific
Fermanagh District Council	Council	Area Specific
Larne Borough Council	Council	Area Specific
Limavady Borough Council	Council	Area Specific
Magherafelt District Council	Council	Area Specific
Moyle District Council	Council	Area Specific
Newry & Mourne District Council	Council	Area Specific
Omagh District Council	Council	Area Specific
Strabane District Council	Council	Area Specific
Newtownabbey Borough Council	Council	Area Specific
G Max O'Brien	Other	NI Wide
The Quarry Products Association Northern Ireland Region	Professional Trade Association	NI Wide
Inclusive Mobility and Transport Advisory Committee	Voluntary / Community / Access	NI Wide
Northern Disability Alliance	Voluntary / Community / Access	NI Wide
Ballymena Access Group	Voluntary / Community / Access	NI Wide
Ballymena Disability Forum	Voluntary / Community / Access	NI Wide
Freight Transport Association	Professional Trade Association	NI Wide
Institution of Civil Engineers	Professional Trade Association	NI Wide
Dungannon Regeneration Partnership (DRP)	Council	Area Specific
Northern Ireland Environment Link	Other	NI Wide

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Strabane 2000	Professional Trade Association	Area Specific
SDLP Downpatrick	Other	Area Specific
Londonderry Chamber of Commerce	Professional Trade Association	Area Specific
SUSTRANS	Other	NI Wide
Northern Ireland Cycling Initiative	Other	NI Wide
Department of the Environment	Other	NI Wide
Council for Nature Conservation and the Countryside	Other	NI Wide
Northern Ireland Council for Voluntary Action	Voluntary / Community / Access	NI Wide
The Institute of Public Health in Ireland	Professional Trade Association	NI Wide
Rural Lift for South West Fermanagh	Voluntary / Community / Access	NI Wide
IHT	Professional Trade Association	NI Wide
Brendan Curran	Other	Area Specific
Community Transport Association	Voluntary / Community / Access	NI Wide
Consumer Council	Professional Trade Association	NI Wide
Construction Employers Federation	Professional Trade Association	NI Wide
Lakeland WAC	Voluntary / Community / Access	NI Wide
NI Tourist Board	Professional Trade Association	NI Wide
Belfast Healthy Cities	Other	NI Wide
AA Trust	Professional Trade Association	NI Wide
Guide Dogs for the Blind	Voluntary / Community / Access	NI Wide
Help the Aged	Voluntary / Community / Access	NI Wide
Portadown 2000	Other	Area Specific
Alliance Party	Other	NI Wide
Environment & Heritage Service	Other	NI Wide
Omagh Cycling Initiative	Other	Area Specific
Translink	Other	NI Wide
North West Taxi Proprietors	Other	Area Specific

Figure A1 – Number of ‘Walk’ Comments by Consultee Group by Main Issue

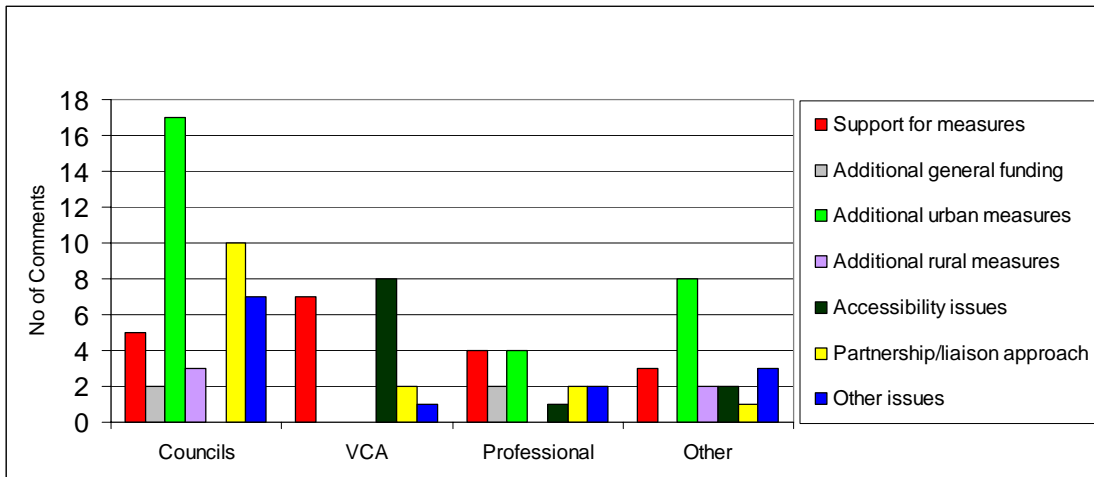


Figure A2 – Number of ‘Cycle’ Comments by Consultee Group by Main Issue

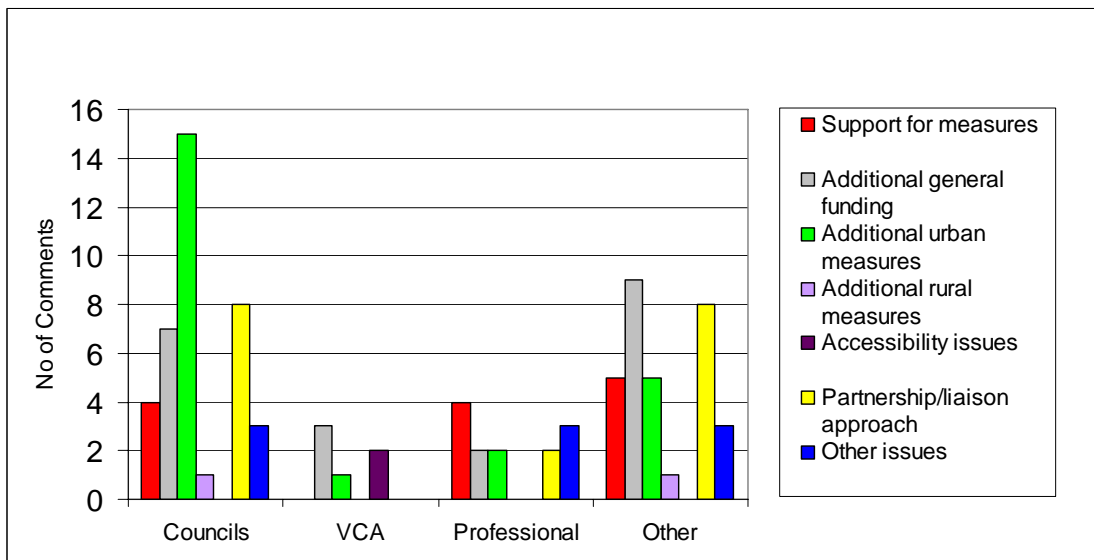


Figure A3 – Number of ‘Public Transport’ Comments by Consultee Group by Main Issue

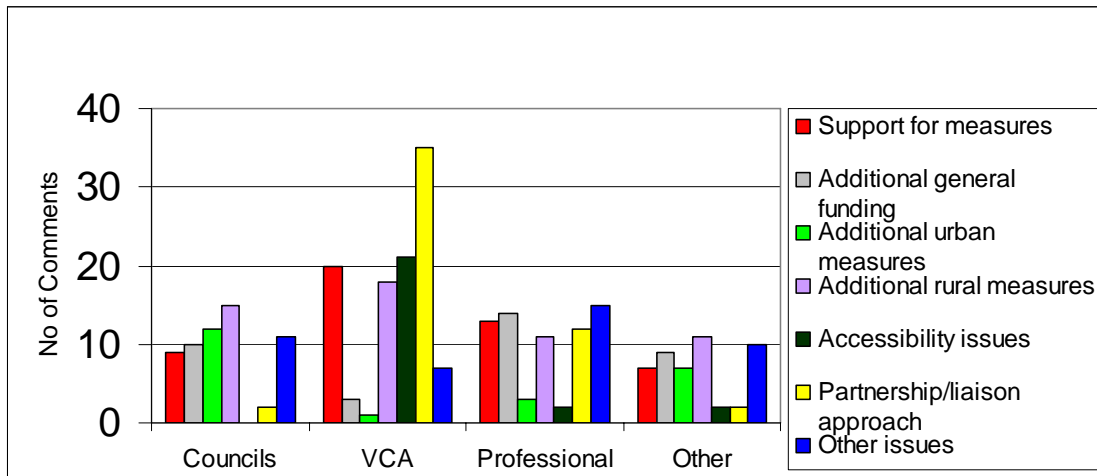


Figure A4 – Number of ‘Parking’ Comments by Consultee Group by Main Issue

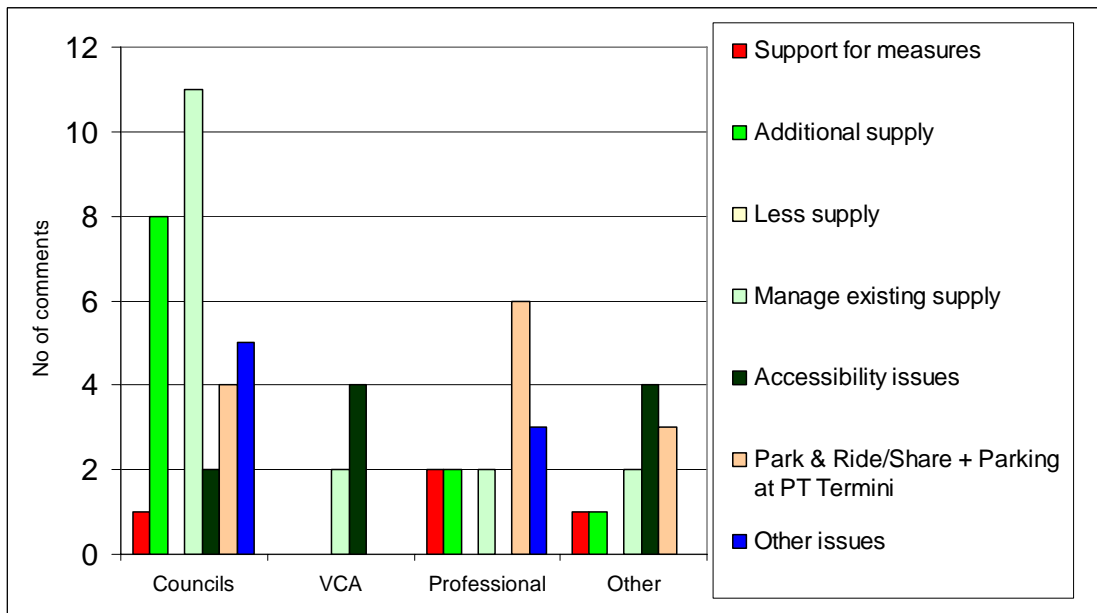


Figure A5 – Number of ‘Highways/Traffic Management’ Comments by Consultee Group by Main Issue

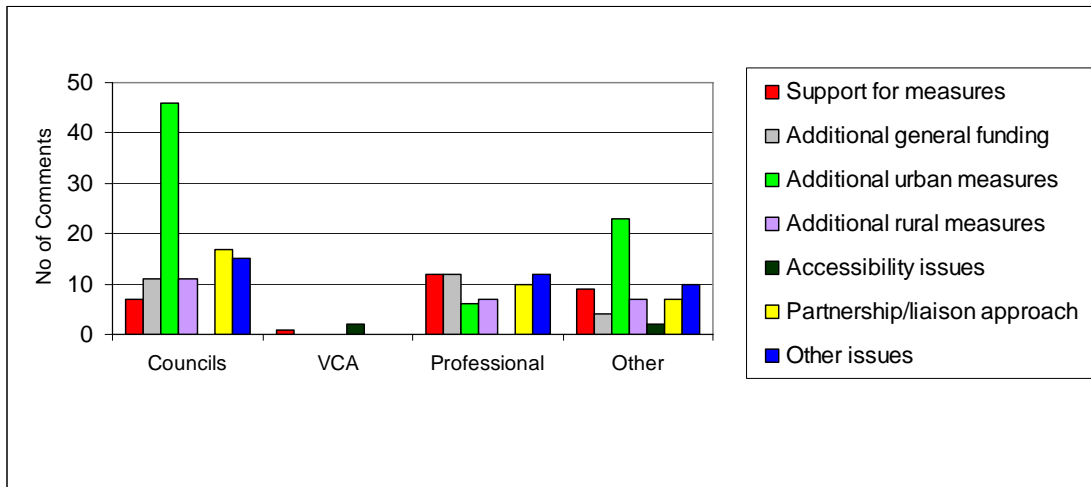
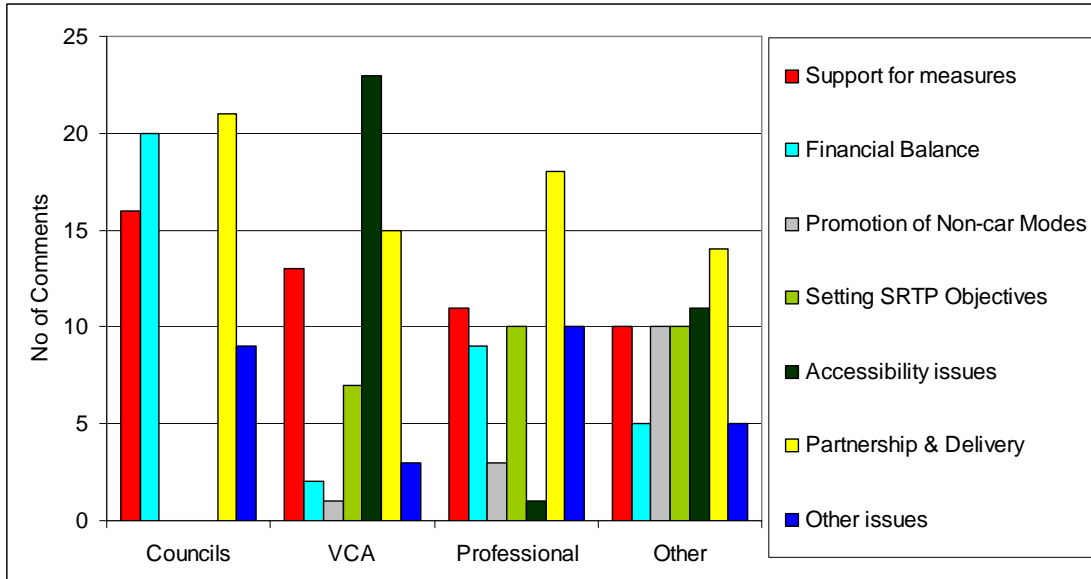


Figure A6 – Number of ‘All Modes’ Comments by Consultee Group by Main Issue



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