Building An
Active Travel Future
for Northern Ireland
MINISTERIAL FOREWORD

I am very pleased to launch this Active Travel Strategy, which is an integral part of the Executive’s wider initiatives to improve public health and the environment.

The Strategy adopts a more sustainable approach to the way in which we travel. It aims to put walking and cycling at the heart of our local transport arrangements, encouraging a healthier, less stressful and, increasingly, lower cost alternative to the car for many shorter daily journeys.

We, in Northern Ireland, have among the lowest levels of walking and cycling anywhere in Europe. Yet experience from elsewhere demonstrates that there are significant benefits in adopting a more sustainable approach to transport and that real improvements to personal health and wellbeing, community spirit and the wider environment can be achieved when active travel is integrated into transport and planning policy from the very start.

I take this opportunity to thank those Executive departments and representatives of local government and other interested bodies, who joined in the Active Travel Forum and contributed to the development of the Strategy. I look forward to their continuing co-operation over the coming months in drawing up an Action Plan for Active Travel.

The targets which the Strategy has adopted, to increase the number of trips taken and the distance travelled by walking and cycling, are ambitious. In launching the Strategy, I issue a challenge both to public bodies and to local communities to adopt a more active approach in their everyday transport and travel planning. The Strategy sets targets to increase the number of journeys made by walking and cycling. In endorsing the Strategy, the Executive has agreed that an Active Travel Action Plan will be developed in the coming months to deliver its recommendations.

Danny Kennedy MLA
Minister for Regional Development

Our vision for active travel

“To put walking and cycling at the heart of local transport, public health and well-being and wider government strategies for the benefit of society, the environment and the economy as a whole.”
Background

1.1 As part of a wider programme of work to develop more sustainable transport arrangements, the Department for Regional Development established a cross-sectoral Active Travel Forum in March 2010. Drawing representation from across government departments, local government, the voluntary and community sector, and the private sector, the Forum was tasked with developing a high level strategy for Active Travel. The Terms of Reference and membership of the Forum are set out at Annex 1.

1.2 The Forum commissioned a number of papers to research the economic, environmental, health and wider social benefits of active travel and to identify the key barriers to walking and cycling. The Report of the Forum was agreed on 30th September 2011 and published in December 2011. It is available on the Department’s website www.drdni.gov.uk.


1.4 A total of 34 written responses were received during the consultation process. Of these, 26 were from various organisations and eight were from individuals. The results of the consultation exercise which can be summarised as follows:-

- The Strategy was generally welcomed. There was an overall consensus that there is a lack of adequate infrastructure to promote active travel and considerable improvements are needed in order to implement the Strategy.

- The vast majority of responses were generally supportive of the rationale and vision of the Strategy but a number expressed disappointment at the targets.

- It was suggested that Northern Ireland should set ambitious, yet achievable targets of its own – targets similar to Scotland and the Republic of Ireland, which both aim to increase the proportion of total journeys which are carried out by cycling to 10% by 2020.
There was a general consensus on the importance of a cross-sectoral approach in achieving the successful implementation of the strategy, particularly in times of financial constraint.

1.5 This Active Travel Strategy is the result of the work undertaken by the inter-departmental Active Travel Forum informed by the results of the consultation exercise.

1.6 The Strategy proposes a cross-sectoral approach to active travel and is, therefore cross-cutting in nature. It aims to provide a high level framework to provide for a more integrated approach across government and in partnership with key stakeholders to deliver our vision for walking and cycling.

1.7 We will seek to do this by demonstrating that walking and cycling are safe, healthy, flexible, inexpensive and sociable means of travel and by setting out ways in which opportunities for active travel can be significantly improved. We would like to build upon the programmes/initiatives that have already been successful such as the Department’s Travelwise programmes which include, Safer Routes to Schools, Personalised Travel Planning, Car Sharing and Workplace Travel Planning. Our targets for improving active travel in Northern Ireland are long term, over a 10 year period, and are aspirational. Our key objectives are to:

- Increase the average distance walked to be in line with our UK counterparts by 2020
- Increase the average distance cycled to be in line with our UK counterparts by 2020
- Increase the percentage of trips taken by cycling to be in line with our UK counterparts by 2020.

1.8 In keeping with the commitment in the Executive’s Programme for Government 2011 – 15 we will also seek to ensure that there is a specific focus on promoting active travel to children of school age, to ensure that:

- by 2015, 36% of primary school pupils and 22% of secondary school pupils are walking or cycling to school as their main mode of travel.

1.9 Beyond 2015 we will also seek to ensure that by 2019, 40% of primary school pupils and 25% of secondary school pupils should be walking or cycling to school as their main mode of travel.
2. **RATIONALE AND VISION FOR ACTIVE TRAVEL**

**INTRODUCTION AND VISION**

2.1 Today we enjoy unprecedented levels of mobility. We travel greater distances and more frequently than at any time in the past. This increased mobility has been enabled by technological developments and improvements to our transport infrastructure, which have increased the choices available to us and delivered very real benefits for individuals, businesses and communities.

2.2 Although we have greater choice in how we travel, we have become highly dependent upon the car for the majority of journeys we make, to the detriment of other modes. As a consequence, whilst our increased mobility has delivered real benefits, there is increasing evidence that the choices we make have many hidden costs and impacts; economic, social, environmental, health and well-being.

2.3 The revised Regional Transportation Strategy 2011 (RTS) sets out a new direction for transport policy in Northern Ireland. As with the Programme for Government (PfG) and other key strategies, sustainability is at the core of the revised RTS in order to ensure that transport contributes positively to growing the economy and improving the quality of life for all while reducing impacts on the environment.

2.4 Reflecting on our high levels of car dependency, the revised RTS identifies a need to rebalance our transport infrastructure, and to promote more sustainable travel behaviours and choices. In that context, it identifies a key role for walking and cycling in meeting local journey needs, particularly within urban areas.

2.5 In line with that, our vision for active travel and the aim of this document is:

*To put walking and cycling at the heart of local transport, public health and well-being and wider government strategies for the benefit of society, the environment and the economy as a whole.*

2.6 This vision recognises that the way we live, work and interact would be impossible without the high levels of mobility we enjoy. The aim of the
strategy is not to diminish that mobility but rather to enhance it while improving accessibility to local goods and services, to enable all of us to make more informed travel choices in order to fully realise the benefits that transport, and active travel in particular, can deliver, while reducing the negative impacts. We welcome the general support for this vision among consultation respondents and we recognise the specific needs of those who are limited in their ability to walk or cycle as set out in our policies on accessible transport.

2.7 This Active Travel Strategy builds upon the sustainable transport agenda and aligns with and supports the Executive’s strategic priorities and wider commitments to the principles of sustainability and equity. By providing a framework to promote more sustainable travel choices it will enhance action across government to:

- Improve the health and well-being of individuals and communities through more active lifestyles;
- Increase access to jobs, training and key services, particularly for those without access to a car;
- Reduce greenhouse gas emissions from transport and support our climate change targets;
- Reduce harmful emissions and improve local air quality;
- Realise more attractive, inclusive, safer streets and communities and ensure greater access to local services and opportunities;
- Promote enhanced mobility and independence for vulnerable groups such as older people and those with disabilities or limiting long-term conditions.

HOW WE TRAVEL & HOW WE COMPARE

2.8 Previous initiatives to promote active travel in Northern Ireland have had mixed success. In Northern Ireland as a whole, the average distance walked and cycled per person per year has remained the same since the inception of the Travel Survey in 1999 - 2001; however there has been an increase in the number of people walking and cycling to work in Belfast1.

1 Northern Ireland Travel Survey
2.9 It is clear that our levels of active travel remain very low, particularly when compared with other regions, even those with historically low levels of walking and cycling. For example, currently seven out of every ten journeys (70%) in Northern Ireland are made by car; almost one out of five (18%) journeys is walked whilst a very small proportion of journeys (1%) are cycled. The comparative figures for GB in 2009 are 63% of all trips made by car, almost a quarter (23%) of trips walked and a further 2% of journeys cycled.

2.10 Our low levels of walking and cycling become ever more stark when we consider the average distances that people travel. Almost two thirds of journeys undertaken (63%) are less than 5 miles, while just over a third of journeys (34%) are less than 2 miles. For most people, these are journeys which could reasonably be undertaken by walking or cycling. Yet the car remains the predominant mode of transport for such journeys. Almost two thirds (63%) of all journeys under 5 miles are made by car and almost a third (30%) of trips of less than one mile (about 20 minutes walk) are made by car.

2.11 In addition to the number of journeys we make, the distances we travel by walking and cycling are also very low. On average, people from Northern Ireland walk 232 km per year. This compares with 315 km per year in England and Scotland and 286 km per year in Wales. The average distance walked per person per year has shown no real change over recent years. (Figure 1).

Figure 1: Walking Trends in Northern Ireland (km/year)

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2 Travel Survey Northern Ireland 2007-09
3 Great Britain Travel Survey 2009
4 Travel Survey Northern Ireland 2007-09
2.12 In Northern Ireland, just 1% of our journeys are by bicycle. In contrast, other European countries have a much higher proportion of journeys made by bicycle (figure 2). Over one quarter of journeys (26%) in the Netherlands are made by bicycle and in some Dutch cities and towns, journeys made by bicycle can account for up to 40% of all journeys.\textsuperscript{5}

Figure 2: Estimated Share of Journeys (trips) Made by Bicycle in EU Countries and Regions

![Bar chart showing the estimated share of journeys made by bicycle in EU countries and regions.](image)

**ROLE OF ACTIVE TRAVEL**

2.13 We must acknowledge there is no single solution to address all travel needs, however, active travel has a very important role in meeting the wider objective of more sustainable transport arrangements. For short to medium journeys, walking and cycling is likely to be the most sustainable form of transport. The majority of the journeys we undertake in Northern Ireland are less than 5 miles. While our very high levels of dependence on the car to make these journeys and our current levels of walking and cycling give some cause for concern, it is also clear that active travel has the potential to meet the majority of our travel needs.

\textsuperscript{5} Source: NI data from NI Travel Survey 2006 - 2008
All other figures from Cycling in the Netherlands - Ministerie van Verkeer en Waterstaat (2009)
23 Annual Cycle Usage Report 200-2010, Roads Service
Benefits of Active Travel

2.14 Increasing our rates of active travel also offers very real economic, social and environmental benefits. Increased rates of active travel can reduce the costs to the economy incurred by factors such as poor physical health and heavy congestion. It can improve accessibility for local retailers and businesses and has the potential to increase the attractiveness of an area as a location in which to live and work. That latter point is very important, because in high value and creative business sectors the most valuable resource of a business is its employees. Increasingly, businesses are looking at the quality of life that a potential investment location offers and that includes, for example, access to services, leisure and cultural opportunities, safe clean residential environments and the opportunities for walking and cycling.6

2.15 The social and environmental benefits are equally important and reflect the potential for active travel to enable us to meet local transport needs and facilitate equitable access while removing the adverse impact of traffic on local communities and addressing some of the wider challenges facing the Executive in pursuing its vision for Northern Ireland.

2.16 Active travel is also good for health and well-being. Walking and cycling offer the opportunity to build moderate, pleasant exercise into people’s lives, bringing immediate and longer-term benefits to physical as well as mental health and improving quality of life.7 It offers a practical and affordable means to address the dramatic increase in obesity evident over recent years.

2.17 Increasing our rates of walking and cycling also provides the opportunity to improve our public spaces, to build more cohesive and integrated communities and to contribute to more positive perceptions of public safety.

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6 Salvesen and Renski, The Importance of Quality of Life in the Location Decisions of New Economy Firms. Centre for Urban and Regional Studies, University of North Carolina, January 2003
2.18 At an individual and societal level, active travel offers significant benefits. As part of an integrated transport network, it provides a viable means of meeting the transport needs of our society and economy, while reducing the adverse impacts on our environment.

2.19 In the public consultation it was suggested that Northern Ireland should set ambitious, yet achievable targets of its own – targets similar to Scotland and the Republic of Ireland, which both aim to increase the proportion of journeys cycled to 10% by 2020. The issue of appropriate targets will be taken forward in an Active Travel Strategy Action Plan, which we propose to develop and publish for consultation later this year.

2.20 We welcome the general support for the draft strategy which confirms our view that it will play an important part in promoting active travel. However we recognise the importance of developing a robust action plan, allocating adequate resources to promoting and facilitating active travel and securing political support for modal shift towards active travel.
3. IDENTIFYING THE BARRIERS TO ACTIVE TRAVEL & UNDERSTANDING WHAT SUCCESS LOOKS LIKE

3.1 Given the benefits of active travel, the question arises as to why our rates of walking and cycling in Northern Ireland are so low. A useful starting point is to consider our own experience and that of others and to look at examples of success or best practice, both locally and further afield. In addition to seeking to learn lessons, however, it is particularly important to focus on understanding the barriers to active travel and looking at how we make it a more attractive option.

BARRIERS TO ACTIVE TRAVEL

3.2 Considerable work has been undertaken to identify the key barriers to increased walking and cycling and a number of such barriers have been identified. We have also taken into account the views of consultation respondents on the barriers to active travel both physical and attitudinal and we recognise that both these areas will need to be addressed in our Action Plan.

3.3 While relatively diverse, the key factors often identified are a combination of physical, informational and personal barriers. For example, the perception as to the speed and volume of traffic has a direct impact on the willingness of individuals to walk and cycle on specific routes. There is also the question of the lack of adequate infrastructure and facilities to enable active travel, for example, are routes available, are they sign posted, are there parking facilities, are destinations themselves accessible for cyclists and pedestrians and are there links with public transport. The impact of a number of barriers relating to the built environment may be particularly acute in rural areas, where recreational facilities and the provision of dedicated infrastructure are more limited. Other barriers include; concerns about the physical environment, especially with regard to personal safety when walking in areas of low footfall and perceived danger from motorised transport for cycling; the difficulty of fitting walking and cycling into complex household routines.

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(especially with young children) and the perception that walking and cycling are abnormal things to do, i.e. image problems such as arriving hot and sweaty for a meeting, squashed cycle helmet hair, feeling like a second class citizen.

3.4 In the Public Awareness of Travelwise NI Initiatives Survey published earlier this year there were questions on the barriers that discouraged respondents from walking short journeys and cycling short journeys. The most popular answers given by respondents that would discourage them from walking was bad weather, having to carry things such as shopping and too much traffic/have to cross busy roads. For cycling the main barriers that respondents said discouraged them were don’t own/have access to a bicycle, too much traffic/too dangerous and bad weather. The Travelwise Report can be viewed on the Department’s website at www.drdni.gov.uk.

3.5 The Forum Report concluded that to improve walking and cycling we need to listen to the majority who don’t already choose greener modes of transport rather than the minority who do.

3.6 What is important is that as with the benefits of active travel, the barriers to walking and cycling are not limited to the provision of transport infrastructure. Spatial policy, urban planning, service delivery and communication are equally important. What that points to is that a simple focus on transport will not address those barriers, it needs a much wider focus and highlights the need for a cross-departmental and cross-sectoral approach if we are to realise our ambitions for increased rates of walking and cycling.

**WHAT SUCCESS LOOKS LIKE**

3.7 The barriers to active travel are not insurmountable. The experience of other regions and a number of local projects highlights what can be achieved with the right mix of measures and a long-term consistent strategy.

3.8 Many areas in Europe enjoy high levels of walking and cycling. In the Netherlands 26% of all trips are by bicycle and many local areas enjoy even higher rates, for example over 40% of all trips in the city of Groningen are by bike. While the Netherlands has enjoyed considerable success, it is by no
means unique. Dramatic increases in cycling have been experienced in many European cities, increases which have not come at the expense of walking rates. In Freiburg (Germany) the total number of bike trips rose from 69,500 in 1976 to 211,000 in 2007. In Copenhagen, 36% of people going to work or school on an average day are on a bicycle, and by 2015 the city aims to increase this to 50%. In New York, a three year programme of cycling measures has realised a 45% increase in commuting by bike, while the ‘Plaza Programme’ has enabled not-for-profit organisations to apply to reclaim streets that are underused by vehicles to turn them into vibrant pedestrian plazas.

3.9 In each of these cases, dramatic and sustained changes were not achieved overnight, but were the outcome of a change in policy direction and a sustained focus over time, one which for decades consistently integrated and prioritised walking and cycling into transport and planning decisions and which addressed the barriers to active travel. The result in each case is that, over time, an environment and culture where cycling is seen as the natural choice for many journeys has been created.

3.10 The responses to the consultation have identified a number of significant challenges and reflect a certain level of frustration at the perceived lack of commitment and allocation of resources to active travel. The drawing up of this strategic approach is designed to secure greater political commitment. The active travel demonstration projects are aimed at showing what can be achieved with targeted investment and it is hoped that this will support an increased allocation to active travel.

3.11 The aim of these demonstration projects is to show how active travel can benefit people and communities, the environment and the economy, and in so doing generate enthusiasm to develop active travel more widely, as well as create models that can be implemented elsewhere.
OUR PROGRAMME FOR PROMOTING ACTIVE TRAVEL

4.1 When we look at the benefits and barriers, it is clear that the promotion of active travel cannot be taken forward in a stand alone fashion by a single organisation.

4.2 Although there is a need for the Department for Regional Development to take a visible lead in promoting active travel there are very many other bodies, both within and outside of Government, which have important roles to play and which have both a depth of knowledge and considerable experience in promoting walking and cycling. These partners in central and local government, the health and education sectors, voluntary bodies, employers’ representative bodies and public transport operators have played a vital role in the development of this strategy and will be essential to its implementation.

OBJECTIVES AND AMBITIONS

4.3 We would like to build upon the many programmes/initiatives that have already been successful. Our targets for improving active travel in Northern Ireland are long term, over a 10 year period, and are aspirational. Our key objectives and associated indicators, as set out below, aim to provide the foundations over the longer term to build a travel culture in which walking and cycling are seen as the natural choice for most of the journeys we make.

Table 1: Objectives and Indicators for Active Travel

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<th>OBJECTIVE</th>
<th>CURRENT STATUS</th>
<th>INDICATORS</th>
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<tr>
<td>1. Increase the average distance walked to be in line with our UK counterparts by 2020</td>
<td>Currently people walk on average 232km per year. This compares with 315km per year in England and Scotland and 286km per year in Wales</td>
<td>Average distance travelled per person per year by mode. Walking distance as a percentage of all miles travelled.</td>
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<tr>
<td>2. Increase the average distance</td>
<td>Currently people cycle an average of 32km per year. This is less than half the</td>
<td>Average distance travelled per person per year by mode.</td>
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4.4 The general view expressed in response to the consultation was that targets and objectives should be more specific. Informed by these views, we will agree a detailed action plan to coordinate and monitor delivery and the impact of our actions through the current budget period, 2012/13 – 2014/15. We aim to focus the action plan to addressing the key barriers locally to active travel and will build on best practice demonstrated elsewhere.

4.5 In line with the commitment in the Programme for Government 2011 – 15 we will also seek to ensure that there is a specific focus on promoting active travel to children of school age, to create the conditions where:

- by 2015, 36% of primary school pupils and 22% of secondary school pupils are walking or cycling to school as their main mode of travel.

4.6 In addition, we have identified a series of immediate actions which we will take forward as priority. These actions set out the work across Government Departments which collectively begins to address the barriers against active travel, in particular:

- Promotion and Information;
  Effective promotion and adequate information are critical to overcoming the barriers to increased active travel. Recognising that and building on our success to date, our Travelwise team will continue to invest in the
promotion of more sustainable travel by continuing to promote initiatives such as Workplace Travel Plans to businesses, car sharing to commuters and School Travel Plans to schools.

By 2013, Sport Northern Ireland expects to have invested over £600,000 in the promotion and development of cycling as an enjoyable, accessible and safe activity.

The Department of the Environment has set out its commitment to consider new public information campaigns addressing pedestrian safety and the responsibilities of and risks associated with being a pedestrian and what they and other road users can do to improve pedestrian safety. As part of this, we have recently designed a leaflet to encourage safe behaviour among road users, entitled ‘Sharing Space on the Road’.  

'Get a life, get active' campaigns have been organised by the Public Health Agency to encourage the public to be active. These campaigns have promoted a wide range of activities with a particular focus on walking and cycling including active travel. In this area the Department of Health, Social Services and Public Safety has consolidated earlier strategies promoting physical activity and healthier eating and developed a Framework for Preventing and Addressing Overweight and Obesity in Northern Ireland 2012-2022: A Fitter Future for All, which contains outcomes designed to encourage population-wide participation in increasing levels of physical activity and includes references to the benefits of active travel.

**Developing Infrastructure.**

Sustrans, a charity to promote sustainable transport, has undertaken a five year project, called Connect2 which will involve the creation of new cycle and walking routes, bridges and other facilities at a number of locations in Northern Ireland. Details of the Connect2 projects will be included in the Active Travel Action Plan.

The Department will invest an additional £500,000 in 2011/12 in a number of active travel projects including:-

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9Sharing Space on the Road  http://www.nidirect.gov.uk/sharing_space_on_the_road.pdf
- Connect2 Waterside Greenway, Phase 1 - funding for the strategically important greenway link between the Ebrington Parade Ground/Peace Bridge and St Columb’s Park.
- Funding for the erection of a cycle and pedestrian bridge at Ballyrainey on the Comber Greenway.

Roads Service will invest a further £2.4m in 2012/13 to encourage active travel in a safer environment. This will include the provision of cycle and pedestrian measures, safer routes to school, traffic calming, bus measures and controlled crossings.

**Working with the education sector and young people**
Promoting and increasing active and sustainable travel to schools and other educational establishments is a core part of our Active Travel Strategy. Our Travelwise NI branch promotes sustainable travel to school under its Safer Routes to School initiative that was launched in 2005.

The Department of Education also provides infrastructure such as cycle shelters to encourage cycling.

They will continue to contribute, through schools, to learning about the environment, which is already included in the revised curriculum and is being taught to all pupils of compulsory school age in grant-aided schools. Travelwise NI has just updated its Key Stage 1 educational document "Best Foot Forward to Schools" in liaison with the Council for the Curriculum, Examinations and Assessment to fit in with the current curriculum. This has been distributed to all primary schools in Northern Ireland.

The Department of the Environment Road Safety Branch will continue to provide Cycling Proficiency training, as part of its statutory duty to road safety, to give children the basic skills and confidence to cycle safely.

Sustrans will continue to work with communities, local authorities and other organisations to encourage more people to travel in ways that benefit their health and the environment. Sustrans will continue to promote ‘Bike It’ and is working with schools in 3 areas of Northern Ireland to increase cycling and provide on road cycle training, to National Standard level.
ACTIVE TRAVEL DEMONSTRATION PROJECTS

4.7 In addition to the measures set out above, we will provide an additional £4.3m over 3 years in capital funding to support the development of innovative demonstration projects. The purpose of these demonstration projects is to show how active travel can benefit people and communities, the environment and the economy, and in so doing generate enthusiasm to develop active travel more widely. We welcome the general support for active travel projects.

4.8 Applications were invited from Local Councils to put in place these projects and at the closing date of 18th May 2012, 13 local councils had submitted applications. The applications were assessed against six criteria and subject to meeting the conditions in their bid applications, and their bid documents, the successful bidders are Derry City Council, Belfast City Council, Strabane District Council and Craigavon District Council.

4.9 It is our intention that these will become flag ship projects which will demonstrate how active travel can be successfully promoted more widely and higher levels of participation achieved. We recognise that Local Councils have no statutory responsibility for active travel but they are well placed to co-ordinate other organisations working together. It is hoped these will encourage, support and underpin local delivery, which is important in order to take account of localised issues and also expertise.

4.10 It is recognised that packages of measures, rather than individual measures in isolation, are best able to deliver greater benefits. It will be for the Local Councils, working in partnership with their communities and local stakeholders, to identify the right solutions to increase active travel and meet the social, economic and environmental challenges to active travel which are faced in their areas.

ENSURING A CROSS-SECTORAL APPROACH

4.11 Throughout this Strategy we have sought to highlight the need for a cross-Departmental, cross-sectoral, integrated approach to Active Travel and we welcome the support for this approach from respondents to the consultation.
It is clear that a number of sectors and Government departments impact on active travel through their own policies and strategies.

4.12 It is essential that those with an influence on these wider sectors are part of the process, and actively support and drive the delivery of this agenda. In developing our Action Plan, we will, therefore, identify lead and delivery partners for each outcome, ensuring that everyone acknowledges, and plays, their part.

4.13 It is particularly important that relationships and inter-dependencies are recognised and acknowledged, and that a relationship between this document and other policies and strategies is developed. For example,

- the development by DHSSPS of the new updated strategic framework for Public Health (which replaces Investing for Health) will provide an overarching Framework for meaningful cross-departmental and cross-sectoral collaboration and actions. This draft strategy is called ‘Fit and Well – Changing lives 2012-2022’. The consultation document can be viewed on the Department of Health and Social Services and Public Safety’s website at www.dhsspsni.gov.uk;
- the DOE’ Road Safety Strategy will ensure that any increase in walking and cycling is managed with road safety principles at its core and in such a way that will seek to match cycling initiatives with specialised delivery of on-road cycle training; and
- within DFP there are two initiatives that very much go with the spirit of the draft Action Travel Strategy, the cycle to work scheme and NICS Well (a new programme aimed at promoting the health benefits of exercise and the uptake of cycling).

4.14 Success in this area will clearly require concerted action to help address the determinants of health and the Active Travel Strategy will contribute to this achievement. It should be noted that effective implementation of this Active Travel Strategy will also help other sectors deliver on their aims, objectives and strategies.

4.15 We are fortunate that in developing this Active Travel Strategy, we have had the resources of a large, committed and skilled third sector. Organisations
such as Sustrans, Sport NI, NI Cycling Forum, Belfast Healthy Cities, alongside many other local groups have been working in partnership with government for many years to deliver the National Cycle Network, cycle training and walk to school programmes to name but a few. These groups, alongside many more local organisations, continue to provide a valuable source of support, advice and expertise, both for government and for local communities, businesses and individuals.
5. **Monitoring and Evaluation**

5.1 We will ensure a focus on delivery of our commitments through monitoring of the Action Plan to be developed in support of this document. A total of 31 actions were suggested within the consultation returns. We welcome the suggestions put forward by the respondents and these will form the basis of our considerations of the actions that should be included in the Action Plan.

5.2 Our focus, however, will be more broadly on the degree to which we are realising progress towards our targeted outcomes and ambitions. We will, therefore also be monitoring key indicators, which have been selected and defined to measure progress towards our objectives and to provide evidence that our strategy is succeeding.

5.3 These key indicators (Table 1 page 14) will be monitored primarily using the Travel Survey for Northern Ireland, but we will also consider other sources suggested for monitoring and these will be considered as the action plan is developed. We will use the results of our monitoring to review and evaluate our performance on an ongoing basis and to tailor future delivery.
6. **Equality and Impact Assessments**

**Equality Impact Assessment (EQIA)**

6.1 Under section 75 of the Northern Ireland Act 1998, we are required to have due regard to the need to promote equality of opportunity:

- between persons of different religious belief, political opinion, racial group, age,
- marital status or sexual orientation;
- between men and women generally;
- between persons with a disability and persons without; and
- between persons with dependants and persons without.

6.2 In addition, without prejudice to our obligations above, we are also required to have regard to the desirability of promoting good relations between persons of different religious beliefs, political opinion or racial group.

6.3 We have carried out a of the Equality Impact Assessment (EQIA) screening exercise on the Active Travel Strategy. While this has indicated that a full EQIA on this Strategy is not required, it has demonstrated the potential for the implementation of this strategy and the delivery of the desired outcomes to have a positive impact on Section 75 groups. There is also the potential for the delivery of the Strategy to have a positive impact on the promotion of good relations. Recognising that, we will seek to ensure that the delivery of the Strategy takes full account of the needs of Section 75 groups, including multiple identify groups, and the potential to promote good relations.

6.4 A copy of the Equality Impact Assessment (EQIA) screening exercise on this Strategy is available on our website (www.drdni.gov.uk). As part of this consultation we welcome views on the issues identified in that document.

**Other Assessments**

6.5 We have carried out other assessments on the Strategy using the Integrated Impact Assessment Toolkit developed by OFMDFM. A copy of the Integrated
Impact Assessment, which includes a statement on Rural Proofing, is available on our website, www.drdni.gov.uk.
ANNEX 1

ACTIVE TRAVEL FORUM TERMS OF REFERENCE AND MEMBERSHIP

1) Active Travel Forum – Terms of Reference
The Forum will advise the Minister for Regional Development on means to promote and encourage active travel and will specifically:
   a) research the economic, environmental, health and wider social benefits of active travel;
   b) identify key barriers, to walking and cycling;
   c) consider opportunities for synergy and alignment with existing policies and programmes across all Government Departments;
   d) identify current best practice examples of active travel cities and towns nationally and internationally, which would offer models for development of demonstrator projects;
   e) bring forward proposals for demonstrator projects in the North, aimed at increasing the percentage of those walking and cycling; and
   f) prepare recommendations for an Active Travel Strategy for consideration by the Minister and for Executive approval.

2) Active Travel Forum – Membership
The Forum will be chaired by the Department’s Director of Transportation Policy Division. Members will be drawn from:
   a) central Government Departments representing Environment, Health, Education, Social Development and the NIO.
   b) statutory agencies – Public Health Agency, Sport NI;
   c) local Government – NILGA and Belfast City Council;
   d) business organisations; and
   e) umbrella groups representing walking and cycling interests and community groups.
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<th>Member</th>
<th>Representatives from:</th>
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<td>Keith Walsh</td>
<td>DRD – Chair</td>
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<td>Tom Reid</td>
<td>DRD</td>
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<td>Gregor Kerr</td>
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<td>Michael Lindsay</td>
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