

This is a live document which will develop and evolve throughout the engagement process. Please check back regularly for updates.

Indicators:

Average journey time on key economic corridors

% of all journeys which are made by walking/cycling/public transport

Overall Performance Assessment (NI Water)

These indicators are primary indicators for:

Outcome 2: We live and work sustainably – protecting the environment

Outcome 13: We connect people and opportunities through our infrastructure

The SRO for Indicators 23 and 25 is: John McGrath, Deputy Secretary, Transport and Resources, Department for Infrastructure

The SRO for Indicator 47 is: Fiona McCandless, Deputy Secretary, Planning, Water and DVA, Department for Infrastructure

If you have any comments on how to improve the plan to turn the curve please contact: pfg@infrastructure-ni.gov.uk

CONTENTS

OVERVIEW

- **SECTION ONE: Overview of Indicators**
- **SECTION TWO: Delivery Partners**
- **SECTION THREE: Proposals to Shift the Curve**
- **SECTION FOUR: What we Propose to Do**
- **SECTION FIVE: Plans For Evaluation**
- **SECTION SIX: Equality Impacts**

ANNEX ONE: Equality Screening: Indicators 23 & 25

Overview

This Delivery Plan focuses on those key indicators on which the Department for Infrastructure (DfI) leads under the Programme for Government Outcome 2: ***We live and work sustainably – protecting the environment*** and Outcome 13: ***We connect people and opportunities through our infrastructure***. In that regard it sets out a generational programme of investment and change over a number of budgetary periods for indicators 23 and 25 on transport. How much we are able to deliver will be determined by the capital and resources made available.

In addition, as a result of public consultation on the draft Programme for Government Framework, the Executive have extended the indicators under the Connectivity Outcome to include a specific indicator for water, indicator 47. While the water indicator remains under development, our initial proposals are set out in this Delivery Plan.

Recognising our ambitions stretch beyond a single mandate, Section Four of this Delivery Plan sets out a range of integrated interventions we would aim to deliver over the next two mandates, 2016-2024. The level of delivery over that timeframe will be dependent on the availability of budgets and, in some cases, completion of the necessary statutory processes. In addition, for indicators 23 and 25 we have set proposals to scope a number of strategic initiatives which will inform delivery priorities beyond 2024.

We will also work with the Irish Government to progress the commitment set out in the 'Fresh Start' Agreement that it will provide financial support to infrastructure schemes that will help unlock the potential of the island economy, including the Ulster Canal and the Narrow Water Bridge.

Successful implementation of the Delivery Plan will be reliant on the concerted and collaborative efforts of delivery partners working in partnership with the Department.

1. OVERVIEW OF INDICATORS**INDICATOR 23: AVERAGE JOURNEY TIME ON KEY ECONOMIC CORRIDORS****Baseline Position**

- 1.1 Exploration of the feasibility and cost of establishing a baseline is currently ongoing in conjunction with the development of the Delivery Plan. Different alternatives are being evaluated including the use of 'Big Data' approaches using data sourced from Global Positioning Systems (GPS). It is expected that these evaluations will be completed imminently, and that a baseline can be established within 6 months. If a 'Big Data' approach is used it may be possible to establish a baseline of historic time-series data. The quality and reliability of transport networks are recognised as key factors impacting on the competitiveness and growth potential of a region.

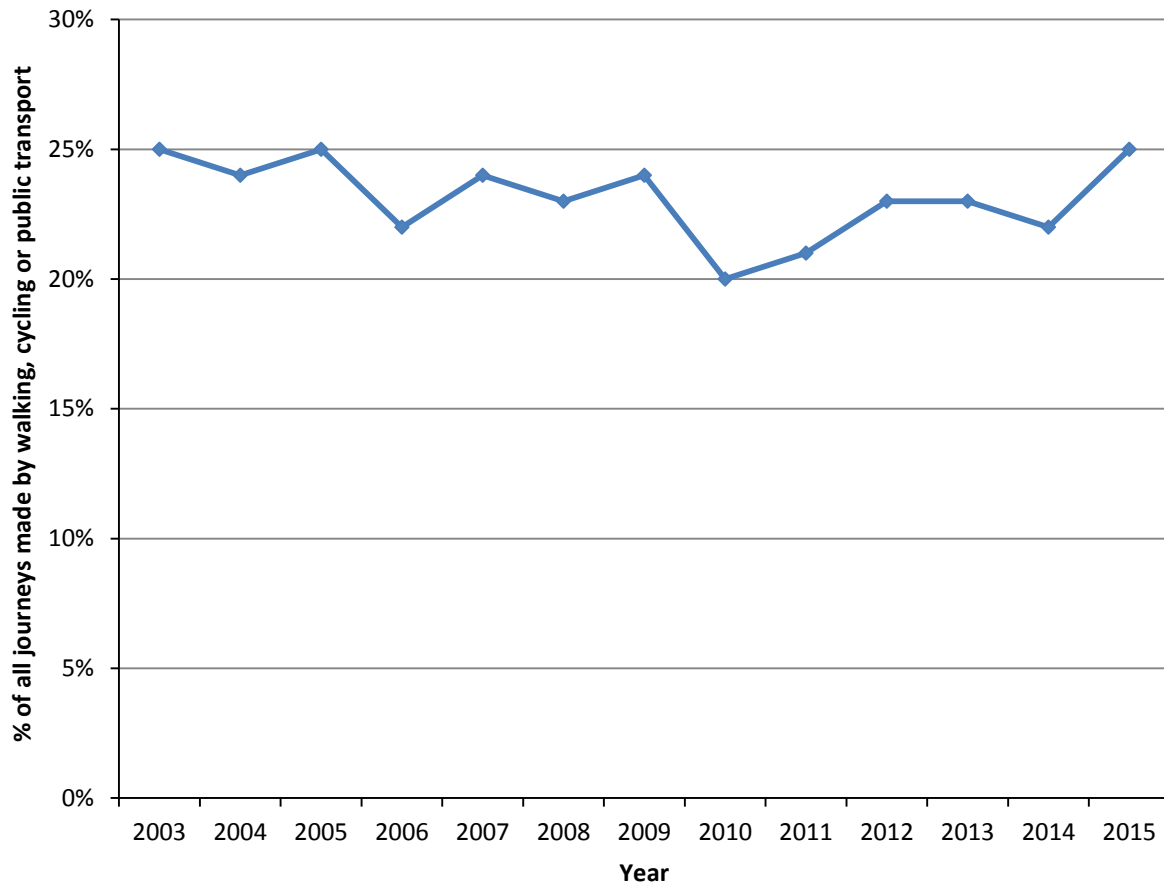
The Story Behind the Baseline

- 1.2 As the economy and population of the north of Ireland has grown in recent decades, this has increased the demand for travel and thus the pressure on our network leading to increased journey times and increased congestion.
- 1.3 This pressure has been enhanced as a result of spatial development patterns – services and high-end jobs have tended to be naturally attracted to Belfast and the bigger settlements, whilst housing and population growth has followed historically dispersed patterns. As a result, there has been growth of inter-urban commuting, particularly towards Belfast, and high levels of car dependency. This is reflected in the fact that congestion is at its most acute where strategic and local traffic interact on the network and on approaches to key employment centres.

- 1.4 Alongside the growth in inter-urban commuting, we have also experienced a significant increase in the number of students in higher and further education travelling by car from the parental home to their place of education. This has partly been driven by the perceived costs of student accommodation and independent living in the context of increased university fees and student loans. This trend is not expected to change in the immediate future and the planned move of the Ulster University Campus from Jordanstown to York Street has the potential to generate significant additional demand on the strategic corridors serving Belfast.
- 1.5 Future demographic and economic growth will further increase the demand for travel, with the potential for significant increases in journey times and congestion in the absence of interventions.
- 1.6 This could limit the potential for economic growth and undermine the north's attractiveness as a place to live, work and invest.
- 1.7 At present within the north of Ireland, major goods and passenger flows are concentrated on a relatively small number of key corridors that connect our major centres of employment and economic and social activity. Maintaining and improving the performance of these corridors has the potential for significant economic and social benefits.
- 1.8 In addition to journey times, the quality of the network appears to have a significant impact on business and investment location decisions. This is reflected in that fact that most of our exporting businesses and Foreign Direct Investment (FDI) are located in areas where the strategic road network has been developed to high quality dual carriageway or motorway standard. Addressing the legacy of underinvestment in our strategic network, particularly in the west, has the potential therefore to mitigate a key barrier to balanced regional growth.

- 1.9 Ultimately journey times are determined by the capacity of the network and the demands that are placed upon it.
- 1.10 The problem at the simplest level therefore can be defined as one of **supply** and **demand**, however, the **efficiency** of the network; or rather how the network is utilised is also a critical factor.
- 1.11 Significant investment has been taken forward over recent years to enhance the capacity of the strategic network. This is part of a long term programme to address a legacy of historic under-investment in the transport network.
- 1.12 It also reflects the fact that as the capacity of a network is enhanced it makes travel easier and, in effect, induces traffic onto the network. There is in this regard very strong evidence from elsewhere that as road capacity increases, the number of peak-period trips also increases until congestion again limits further traffic growth.
- 1.13 The key conclusion this points to is that increasing capacity alone will not result in significant improvements to journey times and must be taken forward as an integrated approach which addresses demand and efficiency issues.
- 1.14 As highlighted above, while the demand for travel has increased over recent years, much of that demand has been met by a growing dependency on private vehicles. This is a much more inefficient way to move people than through public transport. In the north of Ireland the efficiency of the network is further reduced by the fact that a very large number of vehicles on our roads are single occupancy. The impact this has on the network's capacity is illustrated by the fact that an average bus can carry as many people as 55 single occupant cars, but takes up the road space of only 3 cars.
- 1.15 The efficiency of the network is also reduced where local and strategic traffic interact. This can occur where local traffic is accessing the strategic network for short journeys as for example in the Belfast Metropolitan Area, or where the strategic network goes through, rather than bypasses towns or villages.

- 1.16 The problem can also be further defined as both temporal and locational. As such, journey times decrease significantly during the AM and PM peak when traffic volumes are at their highest. This can be largely attributed to commuting and education related traffic creating capacity bottlenecks.
- 1.17 In general, as traffic flows exceed approximately 50% of the design capacity of the road, traffic speeds reduce steeply. Therefore, heavy commuting flows (compared to capacity) on the corridor approaches to Belfast have low speeds and these corridors approaches are sensitive to (small) annual increases in traffic flow. By contrast, on rural sections where flows remain relatively low (compared to capacity), speeds are high and remain quite insensitive to annual increases in traffic flows.

**INDICATOR 25: % OF ALL JOURNEYS WHICH ARE MADE BY
WALKING/CYCLING/PUBLIC TRANSPORT****Baseline Position****The Story Behind the Baseline**

- 1.18 The trajectory illustrated in the graph above is not sustainable and, in the absence of interventions, we are unlikely to see significant modal shift given the historic trend and experience from elsewhere. Demographic and population growth will significantly increase transport demand. Estimates for trip generation in Belfast as a result of current planned developments indicate an additional 10,000 journeys per hour during the peak period. The road network is currently operating at capacity with limited opportunities to increase this. This will constrain growth, prosperity and inclusion at the regional and local level.

- 1.19 The growth of the economy and population of the north over recent decades has resulted in a significant increase in the demand for transport. Much of that demand has been met by a growing dependency on private vehicles. This has resulted in significant increases in the volume of traffic on our roads and congestion in and leading to our urban centres and major towns and villages, which has significant adverse social, economic and environmental consequences.
- 1.20 Achieving modal shift from the car to our bus or rail services for longer journeys and to walking or cycling for shorter journeys will reduce demand on the road network allowing it to: work more efficiently; assist in the better movement of freight; reduce emissions; and improve health by increasing levels of physical activity.
- 1.21 It will also address key barriers to accessing social, employment and other opportunities for those who do not have access to a private vehicle.
- 1.22 In addition modal shift will help mitigate the adverse social and environmental impacts of high levels of car dependency and, in particular, air quality. Heavy road traffic can result in poor air quality, unacceptable noise levels, a weakened sense of neighbourhood and local community, heightened concerns with regard to safety and a loss of valuable living space as land is utilised for transport infrastructure. Individually and collectively these have the potential for significant impacts both on the local population and the wider environment.
- 1.23 It is important to recognise that turning the curve will require a long-term commitment. Experience from elsewhere has demonstrated that achieving significant and sustained modal shift can take many years as it requires changes to long established and deeply held travel behaviours and preferences. The actions and approach we have set out in this plan are ambitious and likely to prove challenging. They provide the foundations to achieve long-term change, however, in the short-term modal shift is likely to be modest.

- 1.24 No one measure applied in isolation is likely to provide the solution nor the foundations for a viable, integrated and sustainable transport infrastructure. The most effective solutions to transport needs are likely to consist of packages of different measures. Packaging measures effectively can:
- reinforce, extend or complement the impact of a particular measure – for example, the use of traffic calming to reinforce the benefits of building a bypass; a reduction in bus fares to extend the user-benefits of bus priority measures,
 - mitigate potential adverse impacts of a particular measure - for example, traffic management systems to minimise the adverse impacts on accessibility and to make a package financially feasible - for example using revenue from parking charges or a fares increase to finance new infrastructure, and
 - increase public acceptability of a particular measure - for example, introduce additional public transport services and park and ride facilities when strategic road schemes are undertaken.
- 1.25 While the number of vehicles registered in the north and the volume of traffic on our roads has increased, there has been more limited growth over that time in the numbers of people travelling by public transport or by means of active travel. As a result, the proportion of journeys made by public transport and active travel has remained flat in relative terms. This is despite the fact that the majority of journeys people undertake are short in distance and/or within areas or strategic corridors with access to public transport services. The latter would include all Translink services, community transport services and taxi operators.
- 1.26 In 2015, 25% of all journeys made were by walking, cycling or public transport. This compares to 22% in 2014 and 24% ten years ago.
- 1.27 There are a number of factors underlying and impacting on the data-trend. At the macro level, the growth of the economy and population has increased

the demand for transport. Increased prosperity in the north, as indeed elsewhere, has also tended to result in an increased preference for travel by private vehicle. The latter in part encouraged by advertising and social preferences.

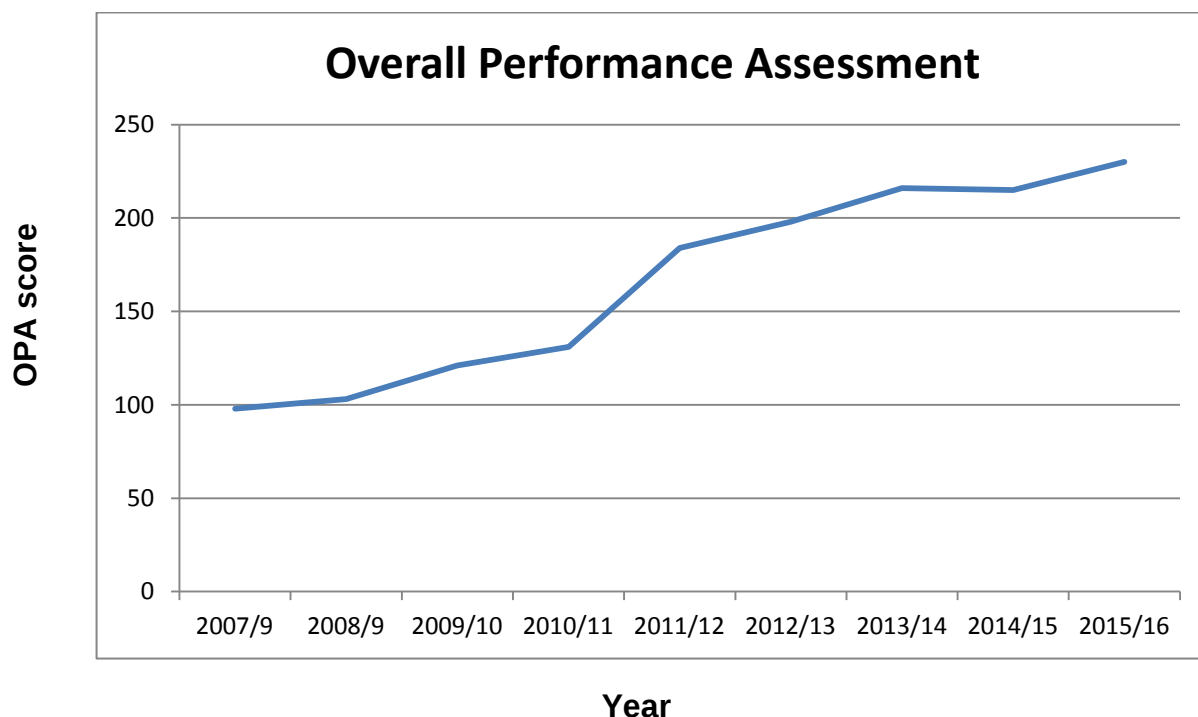
- 1.28 This trend has been further encouraged by growing centralisation of key services including health and education and by the higher rates of population growth outside our metropolitan areas resulting in sub-urban and rural-urban commuting patterns that are more difficult to serve by means of regular and affordable public transport services. In addition, until relatively recently, planning of major developments and networks, including within urban centres, appeared to have adopted a car-centric approach, with increases in capacity and effective movement for drivers and more than adequate provision of parking opportunities. The increased ease and perceived affordability of driving is reflected in the growing proportion of single occupancy cars on our roads. Furthermore, the priority to develop roads infrastructure for the car user, often with a lack of flexibility in design and standards, has exacerbated the environmental, spatial and social impacts on our urban places. This has been especially evident in some of our small settlements.
- 1.29 Conversely, the growth in traffic volumes, particularly in urban areas, can act as a significant deterrent to more people choosing to undertake their journeys by walking or cycling. Perceptions of safety are a recognised key barrier to cycling as indeed is the availability of suitable infrastructure, including not only safe routes but supporting elements such as cycle parking and changing facilities. The ability to integrate with other modes including public transport is also of importance. For pedestrians, increased walking journey time, caused by long waits in crossing heavily trafficked roads, act as deterrence to walking, as do pedestrian environments where urban street designs prioritise vehicles.
- 1.30 While there has been investment in public transport and active travel, this has been at a lower level than in the strategic road network and perhaps less

joined-up in terms of meeting the door to door journey needs of individuals. It is important, however, to recognise that significant investment in the strategic road network has been and will continue to be required to address an historic legacy of underinvestment, particularly in the west.

- 1.31 The overall transport trend in relation to public transport masks significant variations across services. The inter-urban Goldliner and rail services have seen high levels of growth in passenger numbers, as indeed has Metro although this has steadied in recent years. This reflects the significant investment and enhancement of the passenger experience to provide an attractive alternative to the private vehicle. This has been supported by a range of initiatives focusing on information, promotion and fares. In contrast, passenger numbers have declined on Ulsterbus (non-Goldline) services.

INDICATOR 47: OVERALL PERFORMANCE ASSESSMENT (NI WATER)
[Under Development]

Baseline Position



- 1.32 The Overall Performance Assessment (OPA) is used by the Utility Regulator to give a comparative overview of company performance. It covers measures of water supply, sewerage service, customer service and environmental performance. It reflects a broad range of services provided and is used for assessing NI Water's overall delivery of service to customers.

The Story behind the baseline

- 1.33 We all depend on clean, safe drinking water. This is a basic human need which is fundamental to healthy lives and prosperous communities. Water is a valuable natural resource and we need to use it sustainably, ensuring that we use and return it into the environment responsibly. Northern Ireland Water (NI Water) is responsible for providing water and sewerage services

to consumers in the north of Ireland. NI Water is an integral partner with government and other stakeholders in health, wellbeing and job creation in the north of Ireland. As a regulated utility, NI Water's business cycles are determined by the Utility Regulator by way of a Price Control process. The current Price Control relates to the period 2015 – 2021 (PC15).

1.34 A number of strategic documents have informed the PC15 Plan, including Social and Environmental Guidance and ‘Sustainable Water’, the Executive's Long Term Water Strategy (2015 – 2040). This presents a framework for delivering the long-term vision of a sustainable water sector, and it will require work across government to achieve that vision. Specifically, the Strategy will:

- Support NI Water to deliver its key capital outputs set by the Utility Regulator, including:
- new or renewed water mains and sewers,
- improving waste water treatment works,
- delivering the rural waste water investment programme
- Take forward the Living with Water Programme to address the specific drainage issues impacting on Belfast

1.35 NI Water has greatly improved its performance over recent years by investing heavily in water and waste water treatment works and associated water infrastructure. It has improved the quality of customer service to an increasing customer base, whilst at the same time continually achieving efficiency improvements, narrowing the gap in comparison with similar water companies in GB.

1.36 However, there are growing demands on the company to expand and improve both its water and wastewater infrastructure to keep pace with economic growth, meet stringent environment standards and reduce instances of sewer spills and flooding. Capacity issues are still of concern in Belfast and some rural areas where the lack of capacity is impeding the natural growth of some communities.

2. DELIVERY PARTNERS

- 2.1 In order to achieve our outcomes we need to work with a range of partners in new and innovative ways. However, for partnerships to add value there must be a high amount of planning, flexibility, energy and commitment by all the parties involved. We wish to recognise and utilise the strengths and areas of expertise of all the partners involved and make the best use of available resources including pooling resources. **Communicate Co-ordinate and Co-operate** will define all of our partnership arrangements.
- 2.2 The key delivery partners, and the particular roles in respect of the issues that the delivery plan will seek to address, are set out below. Our partners draw from a wide range of sectors involved in the delivery of infrastructure, public transport and wider public services, planning, business and community initiatives and behavioural change. Together they bring the skills and responsibilities required to realise change.

Key Partner	Their Role
Department for Infrastructure	Plays a key role in delivering the Programme for Government Indicators 23 & 25. Responsible for planning, developing and managing safe and sustainable transportation networks, and for promoting and developing active travel.
Other Government Departments	Departments will work collectively across boundaries focusing on the outcomes and indicators where responsibility for delivery is shared.
Translink	Main provider of public passenger transport services

Rural Community Transport Partnerships	Provider of passenger transport services to members
IMTAC	To ensure that accessibility for disabled people and older people is a major consideration in the development of transport policy and transport services.
Disability Action	Provider of passenger transport services to members
Private bus operators	Provider of public passenger transport services
Private Taxi Operators	Provider of public passenger transport services
Rathlin Island Ferry Operator	Provider of public passenger transport services (DfI also has ferry service responsibilities in relation to Rathlin and the Strangford road ferry)
Port Authorities • Belfast • Larne • Londonderry • Warrenpoint	Planning and operation of ports including dock-side uses
Public Health Agency	Promotion of active lifestyles and co-funder of the Active School Travel Programme with DfI
Police Service of Northern Ireland	Road safety and enforcement
Local Councils	Local development plans and development of greenways, car parking
Belfast City Council	Responsibility for the Belfast Bike Share

	Scheme, car parking in the city.
Sustrans	Sustainable transport charity and partner responsible for the delivery of the Active School Travel Programme
Freight Transport Association (FTA)	Provider of advice and input that represents the views of freight transport related organisations.
Confederation of British Industry (CBI)	Provider of advice and input that represents the views of businesses.
Construction Employers Federation (CEF)	Provider of advice and input that represents the views of the construction industry.
Professional Institutions	There are a number of professional bodies that provide valuable input and advice to DfI in representing their member's views, from a diverse cross section of society in the North.
NI Water	Sole provider of water and sewerage services in NI and responsible for delivering outputs under the PC15 Final Determination, as monitored by the Utility Regulator.
Northern Ireland Authority for Utility Regulation(NIAUR) – the Utility Regulator	The Utility Regulator is the independent non-ministerial government department responsible for regulating Northern Ireland's electricity, gas, water and sewerage industries, to promote the short and long-term interests of consumers.
Northern Ireland Environment Agency (NIEA)	The NIEA is a conservation agency within the Department of Agriculture, Environment and Rural Affairs (DAERA)
Drinking Water Inspectorate	The Social & Environmental Guidance for PC15 identifies the need to sustain the

	current high levels of drinking water quality achieved through sustained investment in water treatment and mains rehabilitation.
Consumer Council NI	The Consumer Council represents consumers on water and sewerage matters. It promotes the interests of passengers travelling to, from or within the north to ensure services meet passenger requirements.

2.3 In relation to indicators 23 and 25, to inform the development of this delivery plan the Department undertook targeted engagement with key stakeholders including the delivery partners identified above. This included two stakeholder workshops and a series of plenary meeting with key sectoral groups including:

- business,
- councils,
- community / voluntary sector,
- other government departments.

2.4 The outcome of those meetings has informed the identification of the key themes and interventions set out in our proposals to shift the curve.

2.5 Public consultation on this delivery plan will provide an opportunity to further build on that and refine the actions identified in support of each of the key indicators. this is particularly so for Indicator 47, which has been developed in response to the consultation undertaken on the draft Programme for Government Framework. As such, indicator 47 remains under development.

3. PROPOSALS TO SHIFT THE CURVE

INDICATOR 23: AVERAGE JOURNEY TIME ON KEY ECONOMIC CORRIDORS

- 3.1 In relation to the indicator, to ***average journey time on key economic corridors***, the underlying issue we aim to address is two-fold. Firstly it requires a focus on addressing underinvestment in key corridors to ensure they enhance the competitiveness and ability of all parts of the north to attract investment and employment. Secondly, our aim is to ensure our strategic transport infrastructure has the capacity to facilitate and accommodate demographic and economic growth. In addressing both, we recognise the need for a clear and deliberate focus on ensuring that the network provides for equitable access to employment and wider opportunities. This approach reflects the direction for transport set out in the Executive's Regional Development Strategy, the New Approach to Regional Transportation and the Accessible Transport Strategy. However, our aim through this delivery plan is to raise our ambitions for change through more integrated, timely and targeted delivery.
- 3.2 The problem underlying the indicator is that economic and demographic growth increase the demand for transport. This increases the pressure on the network, leading to increased journey times and congestion with associated economic and environmental costs.
- 3.3 Our planned interventions recognise that addressing the problem requires an integrated approach targeting each of the key factors that impact on the trend as set out previously. That is: supply; demand; and efficiency. Addressing one without the other is unlikely to have a significant impact on journey times or contribute to realising the Executive's broader outcomes in relation to regional balance, economic growth and connecting people to opportunities.

3.4 Our planned interventions also recognise that the problem is largely temporal and locational in nature. We, therefore, propose to focus initially on two key areas:

- journeys undertaken on the strategic network during the AM/PM peak
- key bottlenecks on the strategic corridors

3.5 In addition, we recognise that the primary demands during the AM/PM peak relate to commuting traffic and those travelling to schools, colleges and university. We will, therefore, specifically target these groups to promote more efficient and sustainable travel to reduce the demand on the network at key times.

3.6 In line with that, we will aim to focus on the following areas:

Increase capacity

- road infrastructure investment at localised congestion pinch points in the network
- identify and investigate any pinch points which appear to be operating inefficiently (e.g. relatively low flows but high delays)
- remove interaction between local and strategic traffic through:
 - bypasses of towns and villages
 - restricting access to the strategic network for traffic undertaking local journeys
- upgrade of key corridors
- fully integrate investment in road capacity with investment in key public transport infrastructure to increase capacity on key services and routes, including rail, to improve the passenger experience and the quality and reliability of services

Reduce Demand

3.7 To reduce demand and ensure that travel by sustainable means represents a viable and attractive option for people, we will promote greater integration

of land-use planning and transport. Specifically, we will provide guidance and work with local government to promote development in areas served by public transport and to plan in and prioritise public transport and active travel accessibility in new developments.

- 3.8 We will also aim to reduce total demand in the AM/PM peak period by:
- encouraging trip re-timing by providing journey time information or flexible working hours at the destination end, and
 - by promoting more efficient use of the network.

Increase the efficiency of the road network

- 3.9 We will initiate demand management measures to enhance the relative attractiveness of public transport, including in terms of cost, and discourage single occupancy car journeys during the peak period. In particular we will look to take forward innovative measures in key areas such as traffic management and car-sharing.
- 3.10 We will continue to invest in **Park and Ride** and look at the opportunities to develop key sites on the strategic network which can operate as public transport interchanges, linking local services including community transport to regional bus services. This has the potential to make public transport a more viable alternative for commuters travelling from and to rural areas in particular. Last mile connections in rural areas is a key issue we will seek to address.

**INDICATOR 25: % OF ALL JOURNEYS WHICH ARE MADE BY
WALKING/CYCLING/PUBLIC TRANSPORT**

- 3.11 The problem we aim to address is the low proportion of journeys undertaken by public transport and active travel. Changing travel patterns will take time and will require measures which increase the opportunities to undertake journeys by public transport and walking and cycling. Our planned interventions to promote active travel and public transport are set out separately below.
- 3.12 Evidence from elsewhere has demonstrated that increasing opportunities will not be sufficient to achieve modal shift. It is also necessary to incentivise modal shift through demand management measures. This is considered further at the end of this section.

Active Travel

- 3.13 In terms of key areas to target, the focus for active travel must be on shorter journeys and in particular those under 5 miles, which in 2012-14 accounted for over three fifths of all journeys made. Of these, 65% were made by car. A third of all journeys were less than 2 miles long and just over half of these journeys were taken by car.
- 3.14 The potential for active travel would appear highest in urban areas and smaller towns. Transport studies, using 2001 census data, undertaken by DfI in all towns in the north with a population in excess of 5,000, confirms that the majority of journeys in these areas are short, often less than 1 mile. However, these are primarily undertaken by car. There would appear, therefore, to be significant potential for modal shift in these areas.
- 3.15 Providing for integration of cycling with other modes, particularly public transport also offers opportunities to enable cycling to be undertaken as part of longer journeys. This could be particularly relevant for commuters in smaller towns accessing regional public transport services such as Goldline

and rail. The primary focus here is likely to be on enhancing active travel links to Park and Ride sites / Public Transport nodes and the provision of secure cycle parking facilities. Within urban areas the provision of better cycle links and safe cycle parking at key public transport halts, such as Belfast Rapid Transit (BRT), could also significantly enhance the opportunities for integrating cycling as part of a longer journey.

3.16 In general, we propose to promote cycling and walking as a viable alternative for shorter journeys. However, we also propose to specifically target the following groups where there is greatest opportunity for modal shift:

- commuters,
- schools – in particular primary schools where travel distances tend to be shorter, and
- leisure.

3.17 Our programme will seek to address the underlying nature of the problem as set out previously. In line with that we aim to focus on the following areas:

- Provision of adequate infrastructure is critically important. We will, therefore, aim to **BUILD** a comprehensive network for the bicycle – the emphasis is on providing good quality safe and accessible infrastructure so that people will have the freedom and confidence to travel by bicycle for everyday journeys. This will be delivered by developing the Belfast Bicycle Network Plan, bicycle network plans for other urban areas, a Strategic Plan for Greenways and making significant investment in the construction of walking and cycling networks.
- The objective in this regard is to make urban areas in particular accessible to pedestrians and cyclists. These areas are often not accessible as a result of urban and transport planning prioritising traffic. In addition to building dedicated infrastructure we also aim therefore to

deliver a more integrated approach to land-use planning and transport with higher priority in urban areas attached to active travel and public transport.

- **SUPPORT** people who choose to travel by bicycle – the emphasis is on providing supporting measures such as education and training so that a walking and cycling culture is developed. This will be delivered through the Active School Travel Programme (2016 – 21), the expansion of cycle training and Bike Share schemes / Bike Hire schemes. We will also look to increase provision for cycle parking at key locations, including public transport hubs, Park and Ride sites, and BRT halts.
- **PROMOTE** the bicycle as a mode of transport for everyday journeys – the emphasis is on raising the awareness of cycling and providing opportunities for people to participate in cycling. This will include the continuation of the biennial Bike Life report which was first published in 2015. There are significant synergies in this area with existing road safety and public health campaigns which we would aim to exploit. We also propose to undertake promotional activities with other road users, to build awareness of the needs of cyclists and pedestrians and enhance safety. We will work with major employers to promote salary sacrifice and personal travel planning. This will include working with employers to consider how they can provide access to necessary parking and changing facilities for cyclists.

Public Transport

- 3.18 In terms of key areas to target, the focus for public transport in the short to medium term must be on urban areas and inter-urban travel. It is on these routes where there is the greatest potential for modal shift and the critical mass required to deliver frequent, reliable public transport connections. In adopting this approach we are also mindful that current planned developments for Belfast city centre are likely to generate additional trips

during the peak period of 10,000 per hour. The key arterial routes serving Belfast are at capacity and we will only be able to facilitate the growth of employment and retail by achieving significant modal shift towards public transport.

- 3.19 A key aim of our approach will also be to provide suitably timed connections between regional and local public transport services and opportunities to integrate with other modes of transport. This should increase the opportunities to use public transport for all or part of the journeys people make.
- 3.20 There is considerable capacity for growth on the existing Goldline, Ulsterbus and Metro services and we would propose to focus on these areas. Rail passenger numbers have grown considerably over recent years reflecting the significant investment and improvement in services. However, the existing network is now nearing capacity and, if we are to sustain future growth in rail, further investment will be required in key areas to increase the capacity of the network. We have identified within this action plan the immediate priority projects likely to be deliverable within our capital budgets. However, significant additional investment will be required in the medium to longer term to allow us to increase capacity. These are also set out in this plan.
- 3.21 While we propose to promote across the full range of users and journey types, we have identified that the most significant opportunities for growth are in three key areas as set out below and it is these which we will specifically target:
- commuters,
 - schools – in particular secondary schools and rural primary schools where travel distances tend to be longer, and
 - access to health services
- 3.22 In line with this our programme will:

- Promote greater **integration of land-use planning and transport**. Specifically, we will provide guidance and work with councils to promote development in areas served by public transport and to plan in and prioritise public transport and active travel infrastructure in new developments.
- Promote the Department's Supplementary Planning Guidance '**Living Places: Urban Stewardship and Design Guide**' and advance the ten qualities of successful places advocated by the guide. Promoting Living Places and collaboratively working across all disciplines involved in designing and creating places will assist in addressing the challenges faced locally in integrating public transport and active travel into settlements. The role of councils as planning authorities, working in tandem with government departments, is critical to achieving this integrated, collaborative approach. This has the potential to achieve places which are socially, environmentally and economically sustainability, making sure necessary infrastructure makes a positive contribution to the quality of our urban places.
- We will continue to invest in **Park and Ride** and look at the opportunities to develop key sites on the strategic network which can operate as public transport interchanges, linking local services including community transport to regional bus services. This has the potential to make public transport a more viable alternative for commuters travelling from and to rural areas in particular.
- We will invest in key public transport **infrastructure** to increase capacity on key services and routes, including rail, to improve the passenger experience and the quality and reliability of services.

Accessible Transport

- 3.23 Another key aim of our approach will be to have a transport network that is inclusive and accessible to all. The Department will take forward a number of

actions being agreed with its delivery partners that will address a wide range of barriers that currently impede use of the transport system by older people and people with disabilities. The means of taking this forward, in line with the PfG Delivery Plan, will be the Department's Accessible Transport Strategy 2025, which will be published in 2016.

Demand Management

- 3.24 Investment in infrastructure or new services will not on its own shift the curve in either indicator where it is not supported by measures to incentivise modal shift. There will, therefore, be a need for demand management measures. The need will increase if we are unable to deliver key schemes to increase capacity on the strategic road network.
- 3.25 This approach will focus on changing people's travel behaviour concerning their amount, timing and means of travel by introducing practical measures. Parking constraint and traffic management measures are likely to be the key options. All have the potential to be controversial.
- 3.26 In introducing these measures we would specifically target peak period traffic and, in particular, the high volume of single occupancy cars on our strategic routes during this period.
- 3.27 We will initially focus on two key areas under which our proposals are set out as below and will look at additional opportunities to influence travel behaviours:
- **parking constraint**– reduction of long-stay parking including charging regime to incentivise short-stay, and
 - **traffic management** – focus on residential areas along arterial routes to reduce opportunities for 'rat runs'

Behavioural Change

- 3.28 The indicators will require changes to current established travel behaviours. This requires joined-up and long-term programmes to build support, raise awareness and get people involved in providing input to the issues, options and benefits concerning the indicators.
- 3.29 The programme will provide a systematic, coherent and evidence-based approach, considering generic principles for changing people's travel behaviour, attitudes and behaviour at individual, community and population levels. Our aim is to change mindsets, build confidence and encourage individuals to see public transport and active travel as viable, attractive and healthy options.

INDICATOR 47: OVERALL PERFORMANCE ASSESSMENT (NI WATER)
[Under Development]

- 3.30 Enhancing our water infrastructure will allow us to maintain security in supply, reduce leakage, maintain very high quality drinking water and help to improve housing and business infrastructure, which in turn will contribute to the health and sustainability targets in the wider Programme for Government. Taking this holistic approach to government investment can help demonstrate the linkages between individual public service components. Economic development, new industry, functioning hospitals and schools, leisure and entertainment, all depend on the provision of efficient water and wastewater services.
- 3.31 A clean, plentiful water supply and efficient, invisible sewerage system can often be taken for granted. However it is essential to understand that behind every litre of tap water and every flushed toilet is a complex set of processes involving treatment, maintenance and modernisation which the government pays for on behalf of the domestic consumer.
- 3.32 In support of this Delivery Plan, NI Water plans to invest around £900m throughout the PC15 period to 2020/21. This continued investment is essential to improving the levels of service provided to NI Water's domestic and commercial customers, including the quality, capacity and reliability of water and waste water services, the resilience of supply and the reduction in pollution incidents.
- 3.33 NI Water will work to deliver against its challenging PC15 outputs, closely monitored by the Utility Regulator. This programme will underpin the future modernisation of water and wastewater infrastructure for the next 10 years.

4. WHAT DO WE PROPOSE TO DO?

INDICATOR 23: AVERAGE JOURNEY TIME ON KEY ECONOMIC CORRIDORS

INDICATOR 25: % OF ALL JOURNEYS WHICH ARE MADE BY WALKING/CYCLING/PUBLIC TRANSPORT

- 4.1 In the North of Ireland, in common with most administrations, transport investment has been set out in relatively short term budgets, typically 3-4 years. However many transport projects, particularly those of regional significance, have long planning lead in times and substantial construction delivery periods, sometimes spanning a number of budget periods and political mandates. We suggest, therefore, that in practice, turning the curve may take beyond 2020 and there is a need to develop a longer-term programme to support that.
- 4.2 To initiate the change in transport behaviours for indicators 23 and 25 we have, therefore, outlined in the two tables below a range of integrated interventions we would aim to deliver over the next two mandates, 2016-2024. The level of delivery over that timeframe will be dependent on the availability of budgets and, in some cases, completion of the necessary statutory processes. In addition, we have set out proposals to scope a number of strategic initiatives which will inform delivery priorities beyond 2024.
- 4.3 In taking forward investment and prioritising schemes it is important that we adopt a fully integrated approach.
- 4.4 We propose, therefore, to research and formulate a new suite of Transport Plans to support long-term delivery of the Executive's outcomes. The research will use analytical modelling tools to test the efficacy and impact of the proposed new interventions and new land-use developments. The suite

of Transport Plans will include the Regional Strategic Transportation Network Transport Plan, the Belfast Metropolitan Transport Plan, the North West Transport Plan and the Sub-Regional Transport Plan containing local transport plans for the remainder of the North. The Transport Plans will be prepared in close association with the 11 local councils and be fully integrated with the Local Development Plans' processes and timetables.

- 4.5 The tables below set out the key interventions proposed under each indicator. However, there is significant interdependency across the two transport related indicators. Improving transport connections, particularly on the key transport corridors, will help improve traffic flow and travel times, which in turn will enhance public transport services that can benefit from improved traffic flows and shorter journey times. Another example of the interdependency is that improving transport connections, by providing more integrated Park and Ride sites on the key economic corridors, will also contribute to encouraging more people onto public transport and active travel. It is particularly beneficial in helping to address peak time congestion issues in urban areas.

INDICATOR 47: OVERALL PERFORMANCE ASSESSMENT (NI WATER)
[Under Development]

- 4.6 NI Water has recognised that PC15 provides the opportunity for a balanced package of change to improve services to customers and continue efficiencies over a 6 year period to March 2021.
- 4.7 Focusing on delivering the regulated business plan and in particular the key actions set out in the table below provides customer service improvements in terms of:
- improvements to supply pressure,
 - reduced supply interruptions,
 - enhanced drinking water compliance,
 - continuing to make new connections to permit economic growth and development, and
 - reduced levels of leakage.

Indicator 23 - Average Journey Time on Key Economic Corridors		
INCREASE CAPACITY	REDUCE DEMAND	INCREASE EFFICIENCY OF NETWORK
Increase capacity through targeted investment in the road, public transport and active travel network. Continued delivery of Budget 2016 'Flagship' Projects, including: • Major road dualling schemes, • Belfast Rapid Transit (BRT), • Belfast Transport Hub. Priority Schemes [subject to budget availability] Derry Transport Hub, Free standing bypasses to address pinch points on the regional network, Localised improvements to 'smooth' peak period traffic flows, Upgrade the A2 Buncrana Road to create a cross-border economic corridor, Advance the Narrow Water Bridge and Newry Southern Relief Road Project.	Promote greater integration of land-use planning and transport: • Provide guidance and work with local government to promote development in areas served by public transport and to ensure new developments plan in and prioritise public transport and active travel accessibility. Parking • Extend the Belfast City Centre Controlled Parking Zone and increase enforcement, • Review urban parking policy and work with local government to ensure charging regimes discourage all-day commuter parking, • Introduce residents' parking schemes in areas of greatest need.	• Develop Park and Ride sites as transport interchange hubs, • Re-assignment of road space to provide greater efficiency for transporting people rather than concentrating on vehicles: allocate more road space to public transport and active travel modes, • Develop in partnership with Translink, community transport and private operators feeder services linking rural communities to regional public transport services, • Integrate rural and disabled services with health and education passenger transport to increase opportunities for rural communities, • Develop active travel links to Park and Ride sites and introduce secure cycle parking and storage facilities.

Indicator 23 - Average Journey Time on Key Economic Corridors		
INCREASE CAPACITY	REDUCE DEMAND	INCREASE EFFICIENCY OF NETWORK
Public Transport: • Develop the next phase of Park and Ride sites, focusing on key interchanges on the rail and strategic road network, • Deliver a modernised Transport ticketing system, • Targeted bus Replacement Programme focused on enhancing Goldline Services on the strategic corridors, • Quality Bus Corridors (QBC) bus priority in Belfast, • Introduce cross city bus routes in Belfast and Derry, • In-depth study and review of bus route network efficiency to achieve higher bus loadings, • Introduce hourly service on the Belfast-Derry rail line and enhance services to Newry, • procure up to 60 additional rail carriages through New Trains 3 to maintain and increase capacity on the rail network, • Develop the Derry-Dublin rail service . • Enhance and promote Goldline services on the following corridors: • A6 – Derry to Belfast • A5 – Derry to Omagh • M1 – Dungannon to Belfast • A4 - Enniskillen to Belfast		

Indicator 23 - Average Journey Time on Key Economic Corridors		
INCREASE CAPACITY	REDUCE DEMAND	INCREASE EFFICIENCY OF NETWORK
Future Development To inform delivery priorities beyond 2024, commission/review feasibility studies on : • Enhancement of Enterprise service, • Upgrade of A6 Dungiven to Castledawson, • A26 Moira to Antrim, • A29 Dungannon to Cookstown, • Rail extensions to Dungannon and Castledawson, • Downpatrick Distributor Road.	Behavioural Change & Demand Management Key	

Indicator 25 - % Of All Journeys Which Are Made by Walking/Cycling/Public Transport

CHANGE TRAVEL PATTERNS

BUILD	SUPPORT	PROMOTE
•Transport Hubs, •BRT Phases 1 and 2, •Quality Bus Corridors (QBC) Network upgrades in Belfast, •Implementation of Regional Strategic Plan for Greenways and urban Bicycle Network Plans, •Enhance bus priority measures on Metro routes, •Introduce cross-city bus priority in Derry following review of Foyle service, •Develop Park and Ride on the strategic network and KTCs approaching Belfast, •Provide secure cycle parking and storage at key Park and Ride sites, •Delivery of bus replacement programme and procure up to 60 additional carriages through New Trains 3 to enable increased services on key commuting routes, •Completion of track upgrades and essential safety to maintain rail network, •Develop Park and Ride sites on the strategic network and transport hubs, •Delivery of programme of rail platform extensions to accommodate 6 carriage trains at all major commuting stations.	•Delivery of an enhanced Active, Schools Programme, •Expansion of cycle training, •Expansion of the Belfast Bike Scheme, •Support the expansion of Bike Hire Schemes in partnership with local government, •Review of all Ulsterbus services and timetables, •Integrate rural and disabled services with health and education passenger transport to increase opportunities for rural communities, •Introduction of Integrated Ticketing, •Open access to Translink timetable data to allow development of passenger information apps, •Enhance active travel links to key Park and Ride sites.	•Work with major employers to promote salary sacrifice and tax smart, schemes for bike and public transport •Engage major employers, schools and hospitals to develop travel plans and enhance active travel and public transport linkages, •In partnership with road safety and public health colleagues deliver a promotional programme to enhance safety and raise awareness of the benefits of public transport and active travel, •Engage key business and community partners to build consensus for a greater focus on active travel and public transport.

SECTION FOUR:

WHAT DO WE PROPOSE TO DO?

Indicator 47: Overall Performance Assessment (NI Water) [Under Development]

What	Who	When
Invest to achieve regulated business plan outputs, improving OPA composite measures as follows: 1. Risk of low pressure 2. Unplanned interruptions 3. Hosepipe restrictions 4. Customer contact 5. Drinking water quality 6. Sewage sludge disposal 7. Leakage 8. Water pollution incidents (H&M) 9. Sewerage pollution incidents (H&M) 10. Sewerage pollution incidents (Low) 11. Sewerage treatment works compliance	• NI Water as lead for delivering PC15 outputs. • Utility Regulator as responsible for qualifying output achievements. • DfI as Shareholder.	• PC15 is a 6 year price control running from April 2015 to March 2021. • Overall Performance Assessment outputs reported to the department monthly and confirmed annually in the NIW Annual accounts. • The Utility Regulator will monitor the outputs annually and confirm achievement within the Cost and Performance report.

Overall performance output annual measurements						
Ref	15/16	16/17	17/18	18/19	19/20	20/21
1	29	30	31	33	34	35
2	26	27	27	27	28	28
3	13	13	13	13	13	13
4	34	34	35	35	35	35
5	29	29	29	29	29	29
6	13	13	13	13	13	13
7	13	13	13	13	13	13
8	13	13	13	13	13	13
9	3	3	3	3	3	3
10	6	6	6	6	6	6
11	32	34	34	42	42	42

5. PLANS FOR EVALUATION

- 5.1 Actions identified for implementation under this delivery plan will be evaluated for their success using an outcomes-focused approach.
- 5.2 In relations to indicator 47, NI Water's performance is regulated by the Utility Regulator, which will provide an independent verification for the key performance indicator included in the Programme for Government. In addition, monitoring the progress of the indicator will be as follows:

Forum	Evidence	Timing	Attendees
Combined F&R, Capital and Business Improvement meeting	NI Water Main board report	Monthly	- DfI - NI Water
Shareholder meeting	- Chief Executive's report - KPI Performance Report	Bi-Annual	- DfI (Permanent Secretary Chair) - NI Water Chair - NI Water Board
Annual Report	- NI Water Annual Report and Accounts - Utility Regulator's Annual Cost & Performance Report	Annually	Publication of NI Water's annual report and confirmation of end year KPI performance.

6. EQUALITY IMPACTS

INDICATOR 23: AVERAGE JOURNEY TIME ON KEY ECONOMIC CORRIDORS

INDICATOR 25: % OF ALL JOURNEYS WHICH ARE MADE BY WALKING/CYCLING/PUBLIC TRANSPORT

- 6.1 The proposals set out in this Delivery Plan aim to provide for a more sustainable, accessible and equitable transport network. A key element of our approach is addressing the key barriers to opportunities and accessibility which individuals and communities can experience, particularly our rural and most deprived areas. In addition, the plan sets out a clear commitment and associated high level actions to enhance the accessibility of our transport infrastructure to meet the needs of older and disabled people. As a consequence, delivery of the proposals set out in this Delivery Plan has the potential for a positive impact on Section 75 groups and rural communities.
- 6.2 This approach reflects the direction for transport set out in the Executive's Regional Development Strategy, the New Approach to Regional Transportation and the Accessible Transport Strategy. Each has been subject to Equality Screening and full EQIA as appropriate. However, we recognise that this delivery plan aims to raise our ambitions for change through more integrated, timely and targeted delivery.
- 6.3 In light of that we have undertaken an Equality Screening of the proposals set out in this delivery plan for indicators 23 and 25, attached at Annex One. The equality screening has not identified any additional significant impacts on section 75 groups and the need for a full Equality Impact Assessment has been screened out. We will, however, continue to monitor the impact of delivery on section 75 groups.

INDICATOR 47: OVERALL PERFORMANCE ASSESSMENT (NI WATER)
[Under Development]

- 6.4 In addition to the above, for Indicator 47, the Social and Environmental guidance is the foundation for the NI Water business plan and delivery of the Programme for Government indicator. The guidance has been analysed on equality of opportunity and the need for an Equality Impact Assessment was screened out. The Equality Screening Analysis can be accessed via the link below.

<https://www.infrastructure-ni.gov.uk/sites/default/files/draft-social-and-environmental-guidance-for-water-and-sewerage-services-2015-2021.pdf>

DEPARTMENT FOR INFRASTRUCTURE**DELIVERY PLAN: PROGRAMME FOR GOVERNMENT 2016- 2021**

INDICATOR 23: AVERAGE JOURNEY TIME ON KEY ECONOMIC CORRIDORS

**INDICATOR 25: % OF ALL JOURNEYS WHICH ARE MADE BY
WALKING/CYCLING/PUBLIC TRANSPORT**

Section 75 Equality Of Opportunity Screening Analysis Form**October 2016**

The purpose of this form is to help the Department to consider whether a new policy (either internal or external) or legislation will require a full equality impact assessment (EQIA). Those policies identified as having significant implications for equality of opportunity must be subject to full EQIA.

The form will provide a record of the factors taken into account if a policy is screened out, or excluded for EQIA. It will provide a basis for quarterly consultation on the outcome of the screening exercise, and will be referenced in the biannual review of progress made to the Minister and in the Annual Report to the Equality Commission.

As the Department's Programme for Government (2016 – 2021) Delivery Plan may positively impact on all Section 75 categories the Department has concluded that a full EQIA is not required. In line with the statutory process associated with screening policy this screening form will be circulated to Section 75 groups. Any issues identified during that process or the public consultation exercise will be fully considered in finalising the Delivery Plan.

HUMAN RIGHTS ACT

The Delivery Plan will not impact on human rights.

Part 1. Policy scoping

Information about the policy

Name of the policy Department for Infrastructure - Programme for Government (2016 – 2021) Delivery Plan
Is this an existing, revised or a new policy? New policy.
What is it trying to achieve? (intended aims/outcomes) To contribute to delivery of Outcomes 1, 2, 4, 6, 11, 12, 13 and 14 detailed in the Programme for Government 2016 – 2021 through a range of interventions addressing: - average journey time on key economic corridors (Indicator 23), - % of all journeys which are made by walking/cycling/public transport (Indicator 25). In addition, interventions focused on: - overall performance assessment (NI Water) (Indicator 47 – which is currently under development) will contribute to Outcome 2 and 13 of the PfG. Please note, the Indicator above which relates to NI Water's performance is not considered as part of this screening exercise. This is because the Social and Environmental Guidance for Water and Sewerage Services (2015 – 2021) is the basis for NI Water's business plan and for delivery of this Indicator. The Guidance has been analysed on equality of opportunity – the need for an Equality Impact Assessment was screened out.
Are there any Section 75 categories which might be expected to benefit from the intended policy? The transport network and public transport system (including walking and cycling) should be available and accessible to all. Improvements as a result of the approach and interventions outlined within the Department's Delivery Plan have the potential to have a positive impact on all Section 75 categories.

However, there may be differential positive impacts for the following groups

- AGE - Elderly people who may face barriers at present in accessing the public transport system;
- DEPENDENTS - those with dependents (which include young people, older people and those with a disability) who are transporting dependents on the strategic road network or who access public transport;
- DISABILITY – those with a disability who may face barriers at present in accessing the transport system.

Who initiated or wrote the policy?

The Delivery Plan for the Department for Infrastructure (DfI), which is the subject of this screening exercise, was written by DfI.

Who owns and who implements the policy?

The PfG is based on Outcomes Based Accountability. This is a new approach to the PfG based on the principle that effective delivery of the 14 population outcomes detailed within the document will require ongoing collaboration across Departmental boundaries and with external delivery partners who have a key role in implementation of the Delivery Plan.

Therefore, while this Delivery Plan is owned by DfI, key elements of the plan will be implemented through DfI and also through DfI's delivery partners as set out within the Plan.

Background

The Programme for Government (2016- 2021) sets out the direction for the Executive for the next five years. As noted above the PfG is based on Outcomes Based Accountability. This is a new approach to the PfG based on the principle that effective delivery of the 14 population outcomes detailed within the document will require ongoing collaboration across Departmental boundaries and with external delivery partners.

All Departments are required to develop PfG Delivery Plans. These detail the interventions which Departments will take forward to support delivery of the 14 outcomes detailed in the draft PfG. Successful implementation of the Delivery

Plan will be reliant on the concerted and collaborative efforts of delivery partners working in partnership with the Department.

The DfI Delivery Plan outlines the approach and interventions which the Department will take forward to improve the transport infrastructure and public transport system (including interventions to promote walking and cycling). In developing the Delivery Plan the Department has undertaken pre-consultation engagement with key stakeholder groups/delivery partners (detailed within the Delivery Plan). This has helped inform and shape the Delivery Plan.

A full public consultation will be carried out on the Programme for Government by The Executive Office (TEO). The Department will undertake a full public consultation on the Delivery Plan covering all three indicators (23, 25 and 47) outlined above.

Each Department is required to subject their Delivery Plans to equality screening and, if necessary, to complete an EQIA.

Implementation factors

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision?

If yes, are they

☒

financial

☒

legislative

☐

other, please specify _____

Main stakeholders affected

Who are the internal and external stakeholders (actual or potential) that the policy will impact upon?

☒

staff

☒

service users

☒

other public sector organisations

☒

voluntary/community/trade unions

☒

other, please specify: Translink, Transport Providers (Public and Private), Taxi Providers.

Other policies with a bearing on this policy**• what are they?**

Regional Development Strategy 2035 (RDS), A New Approach to Transportation Strategy (New Approach), Accessible Transport Strategy, Changing Gear (Bicycle Strategy). An EQIA was undertaken for both the RDS and New Approach. The Accessible Transport Strategy and Bicycle Strategy were subject to equality screening and the need for a full EQIA was ruled out. The approach/interventions detailed within the DfI Delivery Plan reflect and is consistent with that outlined in the RDS and the suite of transport strategies referenced above.

• who owns them?

The RDS is owned by the Executive. The other strategies listed above are owned by Dfl.

Available evidence

Section 75 category	Details of evidence/ information
Religious belief	The approach and proposals detailed within the Delivery Plan are likely to have an overall positive impact on people of all religious beliefs. The Delivery Plan recognises that there has been under-investment in infrastructure, particularly in the West, and outlines the proposals to address this deficit. This could be considered to have a more positive impact on those from a Catholic background as, in a number of councils in the West, there is a higher percentage of residents from a Catholic background ie Derry City and Strabane, Fermanagh and Omagh and Mid-Ulster. However, this is balanced by the range of interventions which are planned for the East as outlined within the Delivery Plan. In a number of Councils within the East there is a higher percentage of residents from a Protestant background eg Antrim & Newtownards, Mid & East Antrim, Lisburn & Castlereagh and Ards & North Down hence the investment in infrastructure outlined in the Delivery Plan for the East could be considered to have a more positive impact on those from a Protestant background. On balance, therefore, it is considered that the proposals, which are consistent with the approach outlined in the Regional Development Strategy, the New Approach, Accessible Transport Strategy and Bicycle Strategy will have a positive impact across all religious groups. Overall improvements, as outlined within the Delivery Plan, are likely to impact positively/equally on all members of this group.

Political opinion	There has been an historical tendency for voting preferences in the north to closely reflect the religious affiliations of the population. This implies that any issues and differentials identified in relation to people of different religion may also impact on people of different political opinion. The overall impact, therefore, is considered to be positive for people of all political opinion. Overall improvements, as outlined within the Delivery Plan, are likely to impact positively/equally on all members of this group.
Racial group	In the absence of robust data on the travel behaviours of those from an ethnic minority, it is considered that the approach outlined in the Delivery Plan will have a positive impact on people, regardless of race. Overall improvements, as outlined within the Delivery Plan, are likely to impact positively/equally on all members of this group.
Age	While the population aged under 60 is projected to decrease by 1% from 2015 to 2025, the population aged 60 and over will increase by 28% over the same period (NISRA – 2014 Based Population Projections). There is a clear correlation between age and disability. The last Census in 2011 showed 7% of the population aged below 35 has a long term health problem or disability that limited their day to day activities a little or a lot. This rises to 35% when we look at the population aged between 55 and 64 and is 71% for those aged 75 and over. An older population is likely to have more mobility issues hence improvements in the transport infrastructure, including the public transport system and in accessibility to this is likely to have a stronger positive impact on older people. The 2013-2015 Travel Survey indicates that young people (and older people) are greater users of public transport. Improving

	public transport, therefore, will particularly impact on young people (and on older people) who are key users of public transport. Improvements to road safety will also have positive impacts on children and the elderly who are most at risk of being killed or seriously injured as car drivers or passengers. Overall improvements, as outlined within the Delivery Plan, are likely to impact positively/equally on all members of this group.
Marital status	Improvements to public transport will impact positively on those who are single as they make more public transport journeys (8%) than married people (2%). However, as the aim is to increase the use of public transport by all groups this should also have a positive impact on married people. Overall improvements, as outlined within the Delivery Plan, are likely to impact positively/equally on all members of this group.
Sexual orientation	In the absence of robust data on travel behaviours by sexual orientation it is considered that the approach outlined in the Delivery Plan will have a positive impact on people regardless of sexual orientation. Overall improvements, as outlined within the Delivery Plan, are likely to impact positively/equally on all members of this group.
Men and women generally	While data from the 2013-2015 Travel Survey indicates that there is very little difference in the use of public transport by men and women other data from The Smart and Integrated Ticketing Report found that more women (73%) than men (63%) have travelled on public transport. Females could, therefore, potentially benefit from improvements to public transport services as they are more likely to use these services

	and tend to live longer. The 2013-2015 Travel survey indicates, however, that while men and women make a similar number of journeys each year men travelled 24% further than women. Males could, therefore, potentially benefit more from improvements to the transport infrastructure/public transport system given the longer travel journeys (and hence a greater implicit use of the transport infrastructure/public transport system and interventions to promote active travel). Overall improvements in the transport system, however, as outlined within the Delivery Plan, are likely to impact positively/equally on both males and females.
Disability	The most recent Census in 2011 found that just over one in five (21%) of the usually resident population in the north had a long-term health problem or disability which limited their day to day activities. Mobility or dexterity problems are among the most common long-term trend conditions among the population here. The 2013-15 Travel Survey for NI found that 19% of those who were surveyed reported having a mobility difficulty. On average, those with a mobility difficulty made 39% fewer journeys per year than those without a mobility difficulty. During 2013-2015 13% of all journeys by public transport were taken by those with a disability which is not as high as would be expected given that over one-fifth of the adult population is estimated to have a disability (21% NISALD 2007, 23% CHS 2009/10). The Smart and Integrated Ticketing Report, May 2012, found that fewer people with a disability (62%) were public transport users than those without a disability (70%). As around a fifth of the population have a disability yet only 13%

	of all journeys by public transport were taken by those with a disability there is potential for the approach/interventions outlined within the Delivery Plans to have a positive impact on people with a disability. This group should benefit as the Delivery Plan includes a focus on addressing the needs of those with a disability by enhancing transport infrastructure; information accessibility; the customer experience. (This approach is also consistent with the approach/interventions outlined in the Draft Accessible Transport Strategy 2025). Improvements to public transport, including improved access, particularly at community level may have a more positive impact on people with a disability. Overall improvements, as outlined within the Delivery Plan, are likely to impact positively/equally on all members of this group.
Dependants	Dependants include younger people, older people and people with a disability. There is the potential for positive impacts on carers, who should benefit from the improvements to the transport infrastructure, public transport and improvements in customer service. Similarly people with responsibility for pre-school age dependents should benefit from accessible public transport vehicles as access on to and off the vehicles would be easier. The approach outlined within the Delivery Plan is likely to have a positive impact on people with and without dependents. Overall improvements, as outlined within the Delivery Plan, are likely to impact positively/equally on all members of this group.

Needs, experiences and priorities

Section 75 category	Details of needs/experiences/priorities
Religious belief	No specific needs have been identified for this group.
Political opinion	There are no specific needs identified for this group.
Racial group	No specific needs have been identified for this group.
Age	Data from the 2011 Census demonstrates that the prevalence of disability increases with age. Older people and people with a disability are often viewed as the most vulnerable in society. They are much more likely to experience difficulty in accessing goods and services resulting in higher levels of social exclusion and deprivation. The availability and accessibility of public transport/the transport infrastructure are important when addressing mobility issues. These mobility issues tend to increase as people get older.
Marital status	There are no specific needs identified for this group.
Sexual orientation	No specific needs have been identified for this group.
Men and women generally	No specific needs have been identified for this group.

Disability	Older people and people with a disability are often viewed as the most vulnerable in society. They are much more likely to experience difficulty in accessing goods and services resulting in higher levels of social exclusion and deprivation. The availability and accessibility of public transport and accessibility of the transport infrastructure are important when addressing mobility issues for people with a disability.
Dependants	Dependents can include young people with a disability and their needs are reflected in the disability section above.

Part 2. Screening questions

1 What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 equality categories? minor/major/none		
Section 75 category	Details of policy impact	Level of impact? minor/major/none
Religious belief	The approach and interventions outlined in the Delivery Plan are likely to have a minor positive effect on all of the population of the north but is unlikely to impact directly on this group.	None.
Political opinion	As for Religious Belief.	None.
Racial group	As for Religious Belief.	None.
Age	Those aged 60 or over as a proportion of the population are expected to increase by nearly 28% by 2025. This group should benefit from the interventions outlined within the Delivery Plan which will make public transport more accessible to this group.	Minor positive.
Marital status	As for Religious Belief.	None.

Sexual orientation	As for Religious Belief.	None.
Men and women generally	On balance the interventions outlined within the Delivery Plan to improve the transport infrastructure, public transport system and walking/cycling infrastructure should benefit men and women equally.	None.
Disability	The availability and accessibility of public transport and accessibility of the transport infrastructure are important when addressing mobility issues for people with a disability. The interventions outlined to improve the transport infrastructure and the public transport system should help address mobility issues ie by making public transport more accessible to this group.	Minor positive.
Dependants	There is potential for positive impacts for this group (which includes younger people, older people and people with a disability) given the proposed interventions to improve the transport infrastructure and public transport system. This will also help make public transport more accessible to this group.	Minor positive.

2 Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?		
Section 75 category	If Yes , provide details	If No , provide reasons
Religious belief		No. The approach and interventions outlined in the Delivery Plan are likely to benefit all users.
Political opinion		No. The approach and interventions outlined in the Delivery Plan are likely to benefit all users.
Racial group		No. The approach and interventions outlined in the Delivery Plan are likely to benefit all users.
Age	Yes. Older people are much more likely to experience difficulty in accessing goods and services resulting in higher levels of social exclusion and deprivation. The availability and accessibility of transport/the transport infrastructure are important when addressing mobility issues. These mobility issues tend to increase as people get older.	

	Improvements to the transport infrastructure/public transport system, which improve availability and accessibility, will assist elderly people who are more likely to have issues with mobility. This can help in increasing personal independence and enhancing social inclusion thereby promoting equality of opportunity for this group.	
Marital status		No. The approach and interventions outlined in the Delivery Plan are likely to benefit all users.
Sexual orientation		No. The approach and interventions outlined in the Delivery Plan are likely to benefit all users.
Men and women generally		No. The approach and interventions outlined in the Delivery Plan are likely to benefit all users.
Disability	Yes. The availability and accessibility of transport and accessibility of the transport infrastructure are important when addressing mobility issues for people with a	

	disability. The interventions outlined to improve the transport infrastructure and the public transport system should help address mobility issues ie by making public transport more accessible to this group. This can help in increasing personal independence and enhancing social inclusion thereby promoting equality of opportunity for this group.	
Dependants	Yes. There is potential for positive impacts for this group (which includes younger people, older people and people with a disability) given the proposed interventions to improve the transport infrastructure and public transport system. This will also help make public transport more accessible to this group. This can help in increasing personal independence and enhancing social inclusion thereby promoting equality of opportunity for this group.	

3 To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group? minor/major/none		
Good relations category	Details of policy impact	Level of impact minor/major/none
Religious belief	It is unlikely that the proposals will impact on good relations between any of these groups.	None.
Political opinion	It is unlikely that the proposals will impact on good relations between any of these groups.	None.
Racial group	It is unlikely that the proposals will impact on good relations between any of these groups.	None.

4 Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?		
Good relations category	If Yes , provide details	If No , provide reasons
Religious belief		No. The interventions outlined in the Delivery Plan to improve the transport infrastructure/public transport system are concerned with

		benefitting all people here.
Political opinion		No. The interventions outlined in the Delivery Plan to improve the transport infrastructure/public transport system are concerned with benefitting all people here.
Racial group		No. The interventions outlined in the Delivery Plan to improve the transport infrastructure/public transport system are concerned with benefitting all people here.

Additional considerations

Multiple identity

Generally speaking, people can fall into more than one Section 75 category. Taking this into consideration, are there any potential impacts of the policy/decision on people with multiple identities? *(For example; disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people).*

Yes. There are likely to be positive impacts for older people who have a disability. This has been described throughout this form.

Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned.

Part 3. Screening decision

If the decision is not to conduct an equality impact assessment, please provide details of the reasons.

The DfI Delivery Plan to the Programme for Government (2016- 2021) has the potential to positively impact on all Section 75 categories. However, it is likely that it will have a positive differential impact on those who are older, have a disability or have dependents. As the impact will be positive it was decided that an Equality Impact Assessment (EQIA) was not required.

As part of the statutory process the screening form will be circulated to S75 bodies. Any issues identified during this process relating to any S75 group will be fully considered.

This screening document will also form part of the consultation on the draft Delivery Plan. Once responses have been analysed it will be revisited to ensure it still reflects the correct impact.

If the decision is not to conduct an equality impact assessment the public authority should consider if the policy should be mitigated or an alternative policy be introduced.

Given that the potential impacts, arising through the approach and interventions detailed within the Delivery Plan, are likely to be positive, the Department considers that the Delivery Plan does not require mitigation at this point. As noted above, the screening form will be circulated to S75 bodies as

part of the statutory process. Any issues identified during this process relating to any S75 group will be fully considered.

This screening document will also form part of the consultation on the draft Delivery Plan. Once responses have been analysed it will be revisited to ensure it still reflects the correct impact.

Mitigation

When the public authority concludes that the likely impact is 'minor' and an equality impact assessment is not to be conducted, the public authority may consider mitigation to lessen the severity of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity or good relations.

Can the policy/decision be amended or changed or an alternative policy introduced to better promote equality of opportunity and/or good relations?

If so, give the **reasons** to support your decision, together with the proposed changes/amendments or alternative policy.

Given that the potential impacts, arising through the approach and interventions detailed within the Delivery Plan, are likely to be positive, the Department considers that the Delivery Plan does not require mitigation at this point. As noted above, the screening form will be circulated to S75 bodies as part of the statutory process. Any issues identified during this process relating to any S75 group will be fully considered.

Part 4. Monitoring

The introduction of the Delivery Plan will be monitored in line with best practice as detailed in the guidance produced by the Equality Commission, Public Monitoring Guidance for Use by Public Authorities. The Department will continue to engage with representatives of the S75 groups to monitor the impact of the Delivery Plan.

Part 5 - Approval and authorisation

Screened by:	Position/Job Title:	Date:
Anne Tohill	Programme Manager (Grade 7) for Indicators 23 and 25 of the DfI Delivery Plan.	26 October 2016
Approved by:		
John McGrath	SRO for Indicators 23 and 25 of the DfI Delivery Plan	27 October 2016