

Building An Active Travel Future for Northern Ireland

Consultation Document
December 2011



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1. INTRODUCTION AND 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.
- 1.2 This consultation document sets out the draft strategy which is the outcome of the Forum's work. It is based on the full report of the Active Travel Forum which is available on our website www.drdni.gov.uk. It aims to provide a high level framework for a more integrated approach across government and in partnership with key stakeholders to deliver our vision for walking and cycling.
- 1.3 The draft strategy seeks to set out how this can be done 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.
- 1.4 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 should be walking or cycling to school as their main mode of travel

- 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.

1.5 The purpose of this consultation document is to seek your views on the draft Active Travel Strategy. We are interested in your views on the Forum's rationale and vision for active travel, the barriers to active travel and the benefits of active travel for individuals and to society as a whole. We would also welcome ideas and comments on the programme for promoting active travel in our communities.

TIMETABLE

1.6 This consultation document will be available for public response and comment for a period of 12 weeks from 15th December 2011 – 9th March 2012.

1.7 This document includes a number of questions to guide your response to the draft strategy, but you do not need to answer every question and you can comment on any aspect of the draft strategy even if a question has not been included. We welcome your views on all aspects.

1.8 After the Department has considered all responses, we will publish finalised proposals in a consultation report.

WHERE TO SEND VIEWS

1.9 Please provide your comments in writing to arrive no later than 9th March 2012.

1.10 Comments should be addressed to:

**Pauline Crossen
Transportation Policy Division
Department for Regional Development
Room 3.12
Clarence Court
10 – 18 Adelaide Street
BELFAST
BT2 8GB
028 9054 0679**

Email responses may be sent to: travelwiseni@drdni.gov.uk

Comments may also be faxed to: 028 9054 0111

FREEDOM OF INFORMATION ACT 2000

- 1.11 Following the end of the consultation, we will publish details of the responses received. Information you provide in your response, including personal information could be published or disclosed under the Freedom of Information Act 2000 (FOI). Under the FOI, there is a statutory Code of Practice with which public authorities must comply and that deals with obligations of confidence.
- 1.12 If you want the information that you provide to be treated as confidential it would be helpful if you could explain why. Although we will take full account of your explanation, we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your email system will not be regarded as binding on the Department.
- 1.13 For further information about the confidentiality of responses please contact the Information Commissioner's Office (or see web site at: www.ico.gov.uk).

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 Regional Transportation Strategy (RTS) published in 2002 has recently been reviewed and a new approach to regional transportation in Northern Ireland is proposed. As with the Programme for Government (PfG) and other key strategies, sustainability is at the core of the new approach 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 new approach 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.
- 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 AND 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.

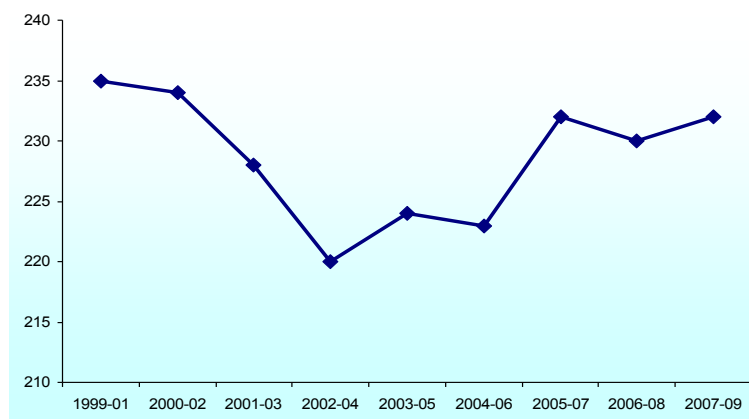
¹ Northern Ireland Travel Survey

² Travel Survey Northern Ireland 2007-09

³ Great Britain Travel Survey 2009

- 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 cycled². 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.³
- 2.10 Our low levels of walking and cycling become ever more stark when we consider the average distances that people travel. The majority of journeys undertaken (63%) are less than 5 miles, while just over a third of journeys (35%) 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 car⁴.
- 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)



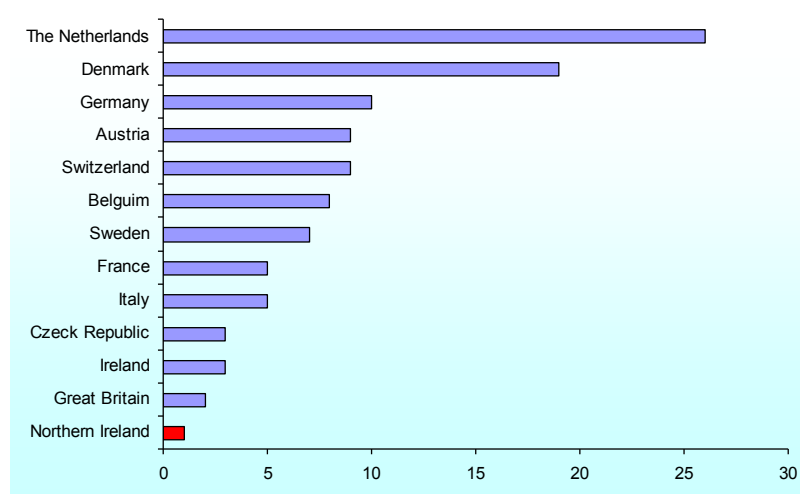
² Travel Survey Northern Ireland 2007-09

³ Great Britain Travel Survey 2009

⁴ 2007 – 2009 Travel Survey

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.⁵

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



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.

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. These benefits are discussed in more detail in the report of the Active Travel Forum available on our website www.drdni.gov.uk.
- 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.
- 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

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

⁷ Hendriksen Ingrid (1996) "The Effect of Commuter Cycling on Physical Performance and on Coronary Heart Disease Factors", Amsterdam 1996

Oja, P., Vuori, I. and Paronen, O. (1998) "Daily walking and cycling to work: their utility as health-enhancing physical activity", *Patient Education and Counselling*, 33, S87-94

Lars Bo Andersen et al (2000), "All-Cause Mortality Associated With Physical Activity During Leisure Time, Work, Sports and Cycling to Work," *Archives of Internal Medicine*, Vol. 160, No. 11, June 12, 2000, pp. 1621-1628

meeting the transport needs of our society and economy, while reducing the adverse impacts on our environment.

CONSULTATION QUESTIONS

- Q What are your views about the draft Active Travel Vision set out at paragraph 2.5?
- Q Given the low numbers of people currently walking and cycling in Northern Ireland, what contribution do you believe an active travel strategy can make to increasing those numbers?
- Q What do you see as the most important benefits of active travel at both an individual and collective level?

3. IDENTIFYING THE BARRIERS TO ACTIVE TRAVEL AND 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. These are discussed in more detail in the report of the Active Travel Forum, available on our website www.drdni.gov.uk.
- 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 as to whether there is actually adequate provision 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.⁸ 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 (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

⁸ Understanding Walking and Cycling, Summary of Key Findings and Recommendations, EPSRC, 2011 http://www.lec.lancs.ac.uk/research/society_and_environment/walking_and_cycling.php

sweaty for a meeting, squashed cycle helmet hair, feeling like a second class citizen.

- 3.4 The 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.
- 3.5 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

- 3.6 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.
- 3.7 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 re-claim streets that are underused by vehicles to turn them into vibrant pedestrian plazas.
- 3.8 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.

- 3.9 Details of these and other areas of best practice are discussed in more detail in the report of the Active Travel Forum available on our website www.drdni.gov.uk.

CONSULTATION QUESTIONS

- Q What do you consider to be the main barriers to a higher level of active travel in Northern Ireland?
- Q Do you consider individual attitudes to active travel to be a greater barrier or lack of adequate infrastructure?
- Q What evidence could you provide in support of your views?
- Q What are the main challenges facing us in encouraging and facilitating an increase in active travel in Northern Ireland?

4. 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 in Table 1 on the next page, 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.
- 4.4 Following consultation and informed by the views expressed, we will agree a detailed action plan to coordinate and monitor delivery and the impact of our actions through the current budget period, 2012 – 2015. We aim to focus the action plan on addressing the key barriers locally to active travel and will build on best practice demonstrated elsewhere.

Table 1: Objectives and Indicators for Active Travel

OBJECTIVE	INDICATORS	TARGETS
1. Increase annual walking distance	Currently people walk on average 234km per year. This compares with 315km per year in England and Scotland and 286km per year in Wales	Increase the average distance walked to be in line with our UK counterparts by 2020
2. Increase annual cycling distance	Currently people cycle an average of 32km per year. This is less than half the distance cycled in GB per year (74km)	Increase the average distance cycled to be in line with our UK counterparts by 2020
3. Increase percentage of cycling journeys	Currently people cycle an estimated 1% of all travel journeys	Increase the percentage of trips taken by cycling to be in line with our UK counterparts by 2020

4.5 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. Travelwise’s work will also include the

continuation of the Personalised Travel Planning project (Travelsmart) in Greater Shantallow, Londonderry. This project is also supported by the Department for Social Development, Translink, Derry City Council, the Greater Shantallow Area Partnership and Outer North Neighbourhood Partnership.

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'.⁹

'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 draft Framework for Preventing and Addressing Overweight and Obesity in Northern Ireland 2011-2021: 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**

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

- Promotion of public transport by installing secure cycle storage facilities at Lisburn railway and bus stations
- Connect 2 Waterside Greenway, Phase 1 - funding for the strategically important greenway link between the Ebrington Parade Ground/Peace Bridge and St Columb's Park.

⁹Sharing Space on the Road http://www.nidirect.gov.uk/sharing_space_on_the_road.pdf

- Funding for the erection of a cycle and pedestrian bridge at Ballyrainey on the Comber Greenway.

Roads Service will invest a further £5.6 million in 2011/12 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. Travelwise NI 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 provide on road cycle training, to National Standard level, to schools, dependent on funding.

ACTIVE TRAVEL DEMONSTRATION PROJECTS

- 4.6 In addition to the measures set out above, we will provide an additional £3 million in capital funding to support the development of innovative demonstration projects. The Department intends to invite applications from Local Councils to put in place these projects. 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.

- 4.7 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.
- 4.8 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

- 4.9 Throughout this Strategy we have sought to highlight the need for a cross-Departmental, cross-sectoral, integrated approach to Active Travel. It is clear that a number of sectors and Government departments impact on active travel through their own policies and strategies.
- 4.10 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.
- 4.11 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 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. 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.

- 4.12 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.

CONSULTATION QUESTIONS

- Q What objectives would you suggest are most important in an active travel programme?
- Q How would you prioritise these objectives?
- Q Do you agree with the concept of encouraging active travel demonstration projects? If so, what do you think they should focus on?
- Q How important do you think adopting a cross-sectoral approach is?

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. 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, as detailed in 5.3, which have been selected and defined to measure progress towards our objectives and to provide evidence that our strategy is succeeding.
- 5.2 These will be monitored primarily using the Travel Survey for Northern Ireland and we will use the results of our monitoring to review and evaluate our performance on an ongoing basis and to tailor future delivery.

CONSULTATION QUESTIONS

- Q What specific actions would you like to see in an action plan?
- Q What ideas do you have on monitoring progress on the strategy? What information could you provide that would help to do this?
- Q How would the success of these actions be evaluated?

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 an 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 and views on this are also welcomed.

the 1990s, the number of people in the world who are illiterate has increased from 400 million to 600 million.

It is not only the illiterate who are at risk of being left behind. The world's population is growing rapidly, and the number of people who are poor is increasing. In 1990, there were 1.2 billion people living on less than \$2 a day. By 2000, there were 1.5 billion, and by 2010, there will be 2 billion.

The world's population is also becoming more diverse. There are now over 200 different languages spoken in the world, and the number of different ethnic groups is increasing. This diversity is a source of strength, but it also presents challenges.

One of the biggest challenges is how to ensure that everyone has access to the same opportunities. In many parts of the world, people are still living in poverty and lack access to basic services like education and healthcare. This is a major barrier to their development.

Another challenge is how to deal with the environment. The world's natural resources are being depleted, and climate change is a real threat. We need to find ways to protect the environment and ensure that we can live sustainably.

Finally, we need to find ways to promote peace and stability in the world. There are still many conflicts going on, and we need to find ways to resolve them peacefully. This is a major challenge for the world in the 21st century.

There are many challenges facing the world, but there are also many opportunities. If we work together, we can find ways to solve these problems and create a better world for everyone.

The world is a complex and ever-changing place, and we need to be prepared to deal with whatever challenges it throws at us. We need to be open-minded and willing to learn from each other. We need to work together to create a better world for everyone.

The world is full of potential, and we have the power to make a difference. We need to be brave and take action. We need to be leaders and inspire others. We need to be the change we want to see in the world.

The world is our home, and we have a responsibility to take care of it. We need to protect the environment and ensure that we can live sustainably. We need to promote peace and stability, and we need to ensure that everyone has access to the same opportunities.

The world is a beautiful and wonderful place, and we need to cherish it. We need to love it and take care of it. We need to be good stewards of the planet and ensure that we can live in harmony with nature.

The world is a place of hope and possibility, and we need to believe in it. We need to have faith that we can make a difference. We need to be optimistic and believe that a better world is possible.

The world is a place of love and compassion, and we need to show it. We need to be kind and helpful to each other. We need to be the change we want to see in the world.

The world is a place of beauty and wonder, and we need to appreciate it. We need to be grateful for what we have and for the people who love us. We need to be happy and content with our lives.

The world is a place of opportunity, and we need to seize it. We need to be ambitious and strive for excellence. We need to be the best that we can be.

The world is a place of challenge, and we need to embrace it. We need to be resilient and never give up. We need to be the winners that we are.

The world is a place of hope, and we need to hold onto it. We need to believe that a better world is possible. We need to be the change we want to see in the world.

The world is a place of love, and we need to give it. We need to be kind and helpful to each other. We need to be the change we want to see in the world.

The world is a place of beauty, and we need to appreciate it. We need to be grateful for what we have and for the people who love us. We need to be happy and content with our lives.

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