



# Economic impact of Public Transport in Northern Ireland

Translink (NI) Limited

August 2019

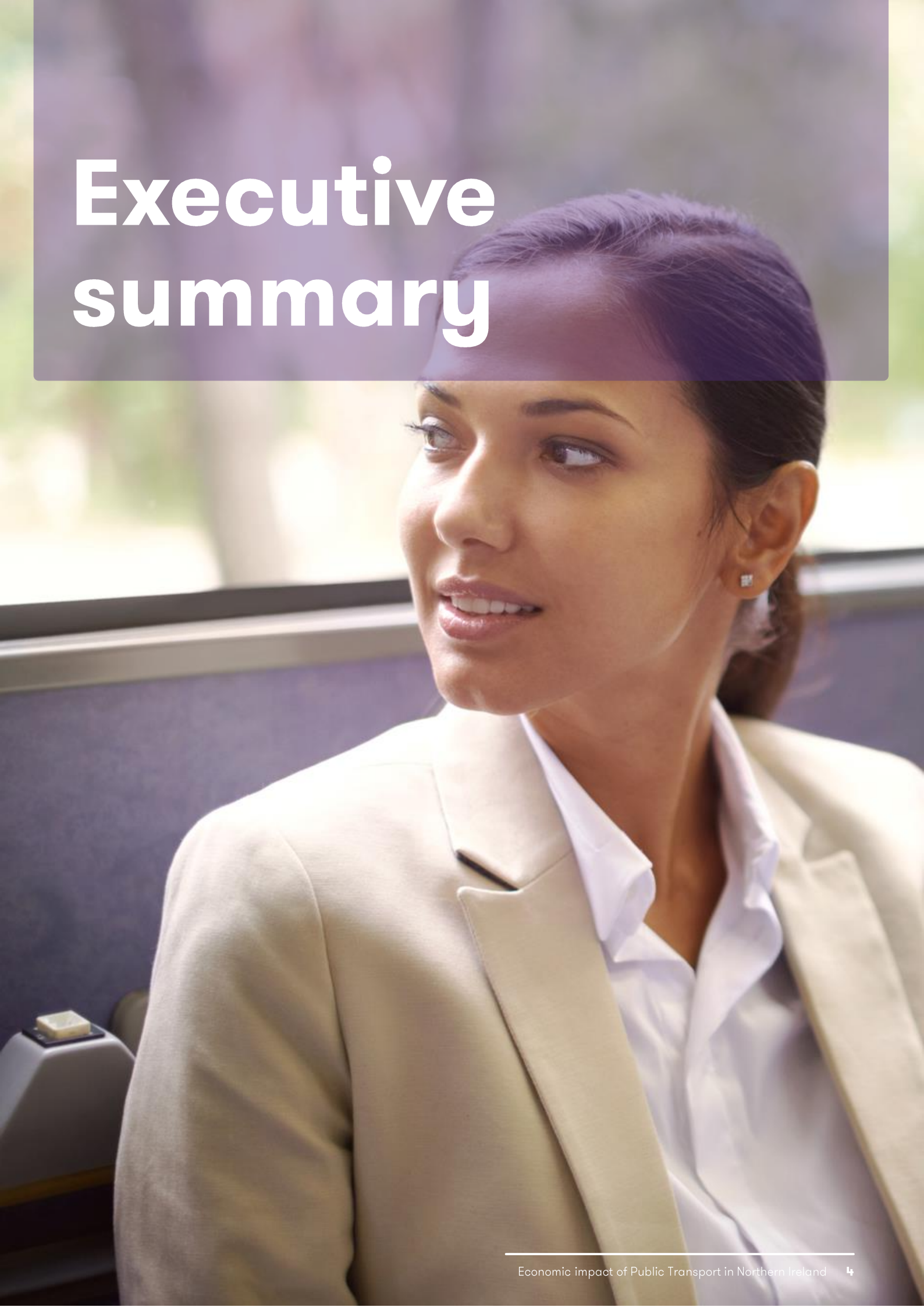




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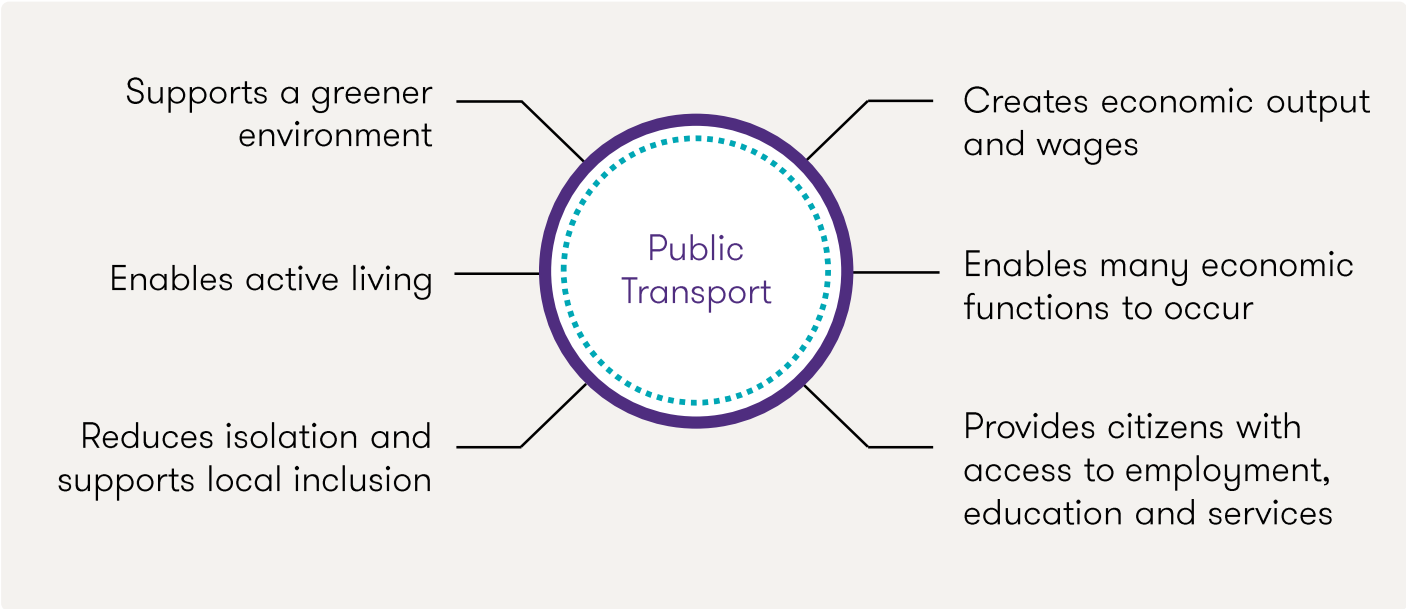
# Executive summary



# Executive summary

Transport is central to the daily lives of many individuals and families, central to economic activity and to the social well-being of the general population. Grant Thornton has worked with Translink to understand the economic and social impact of public transport and Translink's activities in Northern Ireland.

**Public Transport has a significant direct economic impact and a vital economic and social enabling impact**





**22%**

of households have no access to a car



**53%**

of people identified public transport as being important to access employment



**63%**

of people identified public transport as being important to socialise/stay in touch with friends



**£46**

Average spend when using public transport for retail



**£50**

Average spend when using public transport for leisure/socialising

“Quality and efficient public transport is now a key component in the domestic and international visitor experience – without it we would not be seeing the industry results we are seeing”

- Hospitality Ulster

“Public transport is vital to support the 21<sup>st</sup> century high street. Shoppers are looking for choice in how they travel and are seeking alternatives to private transport where possible and feasible.”

- Retail NI

“Public transport provides a vital service to our client base, connecting them to jobs, training and allowing social integration. We now actively seek to identify potential employers on public transport routes for our clients.”

- NOW Group

## Translink makes a significant economic contribution



## Total economic impact

£198 million gross value added  
6,300 jobs

## Public Transport enables progress towards government's aims





# Public Transport's role in economic prosperity



# Public Transport's role in economic prosperity

Transport is central to the daily lives of many individuals and families, central to economic activity and to the social well-being of the general population.



A vital cog in a **functioning economy**

In 2006, the Eddington Transport Review stated that “there is clear evidence that a comprehensive and high-performing transport system is an important enabler of sustained economic prosperity”.



Supporting **inclusivity**

Indeed, a national transport system cuts across a wide array of economic, social and environment factors (figure 2.1).



Enabling **better health outcomes**

As the main Public Transport provider in Northern Ireland, Translink desired a comprehensive understanding of how people interact with Public Transport and how Translink's services impact on the Northern Ireland economy. The focus of this report is based on primary research with Northern Ireland residents and an economic impact assessment. For context, Grant Thornton have examined a range of literature which examines in more detail the role which public transport plays in everyday life, focusing particularly on the economy, inclusivity, public health and the environment. A strong evidence base exists that makes the case for Public Transport:

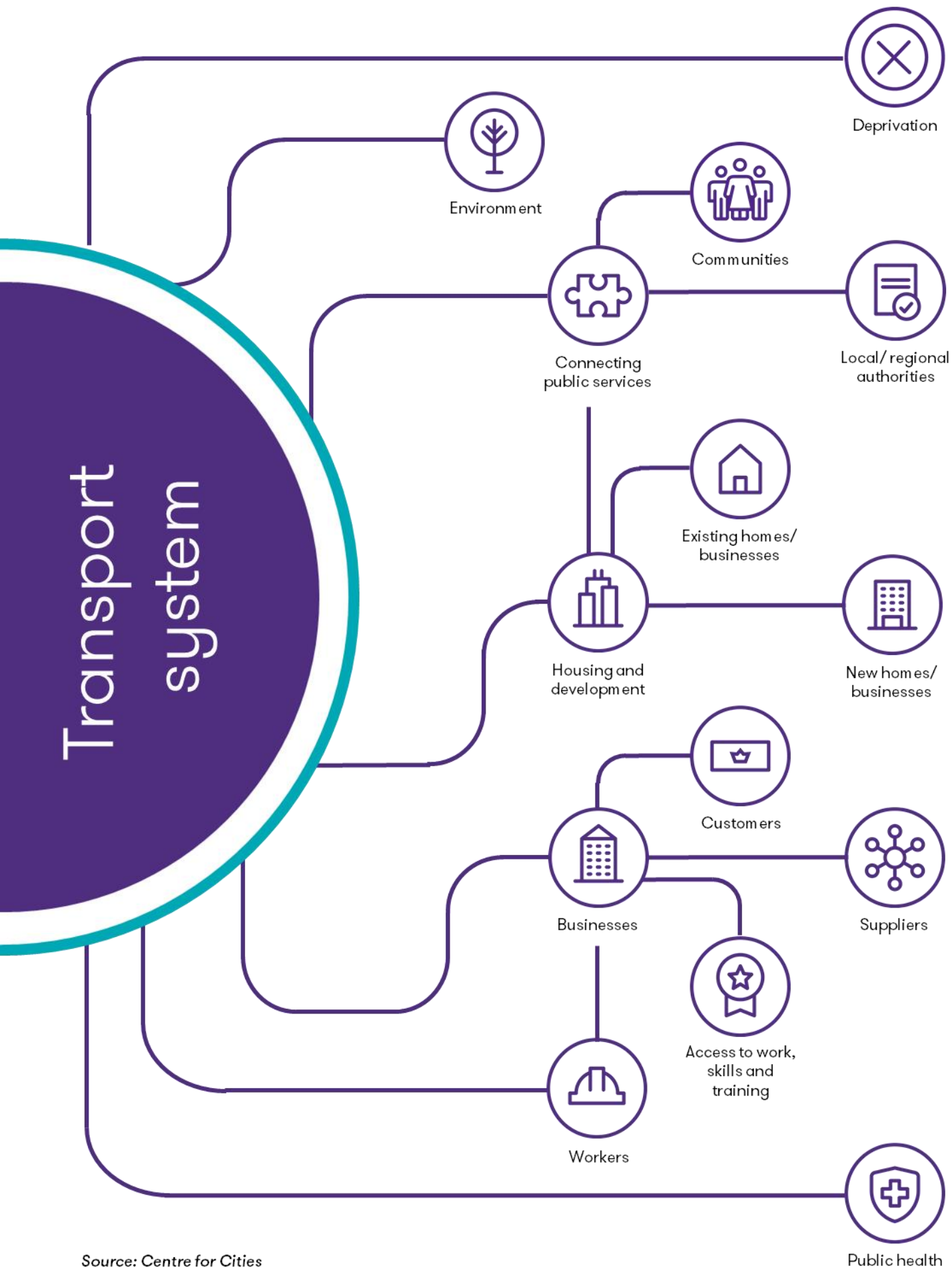
- Being a vital cog in a functioning economy
- Supporting inclusivity
- Enabling better health outcomes
- Contributing to a greener environment.



Contributing to a **greener environment**

The following section provides a summary of the key themes to emerge from the current literature.

Figure 2.1: Transport's links to the economy



Source: Centre for Cities

## Public Transport is a vital cog in a functioning economy

Effective public transport is vital for the economy. Many people and businesses rely on public transport to get around in their day-to-day activities and depend on buses and trains to move people and goods between places – their homes, their jobs, their places of study, to public services, to leisure and cultural activities. Public Transport can be linked to impacting on all parts of the economy, Eddington’s report<sup>1</sup> highlights that “Transport is the underlying enabler of the factors that drive economic growth”.

Research by Centre for Cities<sup>2</sup> identifies that as cities grow, increase their populations and densify they become more complex, increasing the need for an effective public transport solutions. Good transport systems incorporating public transport, they conclude, brings everyone ‘closer’ together, saving time and money and helping businesses trade, which all supports a functioning urban economy.

Public transport plays a vital role in city functionality. When cities add housing or employment land, there is a need for additional bus and rail provision to service these areas. Business success is reliant on people’s ability to get to workplaces and businesses need access to workers and other firms they trade with – with public transport required to be a part of the solution for this.

In rural areas, buses connect local businesses to customers and employees as well as support visitors and tourists access to visitor attractions outside urban areas. Buses in particular play a vital role in enabling access to employment. According to the Urban Transport Group<sup>3</sup>, one in 10 bus commuters would be forced to look for another job, or give up work altogether, if they could no longer travel by bus, which demonstrates the positive impact public transport has in the lives of many. Further, the research from Greener<sup>4</sup> Journeys also found that 77% of urban jobseekers outside of London do not have regular access to a car, van or motorbike.

While the function and role of public transport operates differently in rural and urban areas, it seeks to address the same issues and provide the same benefits. As urban and rural areas evolve, seeing changing demographics and industrial structures, public transport will continue to play an important role.

Public Transport is a key enabler for the wider economy. A key example of this was Translink’s role in the The 148th Open Golf Championship in Portrush. 200,000 people used public transport over the course of a week, as public transport worked with organisers to provide convenient access to the event from across Northern Ireland.

## Public Transport supports inclusivity

There is a significant relationship between accessibility and employment. Research by the University of Leeds<sup>5</sup> undertaken in 2014 indicates that a lack of accessibility to transport and poor public transport services are two key barriers to accessing employment and that those who are reliant on the bus network for access to the labour market tend on average to be relatively disadvantaged. There is an equality of opportunity dimension to bus policy seen also in accessibility to education and training. This is particularly pertinent in a Northern Ireland context, where over one fifth of households do not have access to a car or van, meaning they are heavily dependent on public transport. In some areas of North and West Belfast this increases to 41% and 45% and in Foyle to 33%<sup>6</sup>, meaning effective urban public transport is a key requirement to enabling access to services and opportunities. Literature bears out the importance of having access to transport to access employment, education services and to achieve social mobility.

Transport is often an overlooked component of the education system. School pupils and university students need to move from home to their place of study and for many, public transport is the only viable option. Public transport has opened up education, a better education for many, and without it many would not avail of the education they receive today. Indeed, Translink carries 55,000 school children every day. In addition, public transport connects people of all ages to education helping to improve their long-term prospects, and supporting an increase in the pool of skilled workers for the economy.

<sup>1</sup>The Eddington Transport Study (2006)

<sup>2</sup>Centre for Cities: Delivering change Making transport work for cities (Zach Wilcox, Nada Nohrovà & Elliot Bidgood May 2014)

<sup>3</sup>The Cross-Sector Benefits of Backing the Bus – Urban Transport Group (2019)

<sup>4</sup>The Consumer Council - Public Transport Why People Use it, Why People Don’t and How to Get Them ‘On Board’ September 2017

<sup>5</sup>University of Leeds – buses and the Economy (2014)

<sup>6</sup>NISRA Car Ownership Data (2011)

## Public Transport enables healthier living

As health strategy is now firmly rooted in prevention rather than the treatment, physical activity is seen as a key approach to prevention. Public transport is considered to be an easy way for people to incorporate physical activity into their daily lives and as an enabler of other forms of physical activity. Research by the Urban Transport Group<sup>1</sup> has identified:

- walking to and from the bus stop can provide up to half of the recommended daily level of exercise. The bus also enables people, regardless of their background, to access health promoting activities from sports centres to supermarkets stocking healthy food; and
- bus services can also contribute to mental wellbeing by helping people to stay active and also by enabling them to connect with others, keep learning, give to others and to take notice – recognised as the five ‘ways to wellbeing’. By helping people maintain and enhance their health, the bus helps to make the NHS more efficient by minimising admissions. It can also reduce costly missed appointments by providing direct and punctual transport links. Changes to the way bus travel is organised could offer scope for further efficiencies in patient transport.

Supporting this is research from UITP<sup>2</sup>, which identifies that good public transport is a key enabler for active travel modes and as such unlocks health benefits. This is achieved through:

- active travel and public transport being complementary and mutually beneficial, supporting one being likely to induce an increase of the modal share of the other in many cases. Public Transport has a key role to play in encouraging more active travel, as most public transport journeys involve a walk to and from the public transport stop compared with the much more sedentary experience of travelling by car;
- promoting physical activity contributes to the wider (economic) benefits of active mobility on public health; and

- public transport plays a key role in shifting towards more active travel. Promoting greater physical activity helps prevent diseases such as type 2 diabetes, obesity, heart disease and some cancers. This involves enabling sustainable transport policies and adequate urban planning to deliver these benefits: investments need to be made to make the streets greener, safer and more inviting for pedestrians, cyclists and public users. This is the responsibility of the urban mobility actors, including local authorities, to provide mobility services in cities that contribute to improving the health and quality of life of their residents.

Efficient and well organised public transport services in cities bringing major benefits to the health of citizens by fighting against climate change and creating liveable cities. With more and better public transport cities can cut traffic congestion and both air and noise pollution can be reduced.

Public transport also supports improved mental health<sup>3</sup>. It can aid in recovering from poor mental health, reducing social isolation and to engage them with education, cultural opportunities, voluntary employment and paid employment.

<sup>1</sup>The Cross-sector Benefits of Backing the Bus – Urban Transport Group (2019)

<sup>2</sup>UITP (Union Internationale des Transports Publics) – Unlocking the Health Benefits of Mobility (2016)

<sup>3</sup>Mental Health and Public Transport – A Report by the Mental Health Action Group (2011)

## Public Transport contributes to a greener environment

Transportation is a key contributor to climate issues but effective public transport systems can play a vital role in supporting the move towards a greener environment.

**Congestion has been steadily increasing in all our major cities. Traffic congestion drastically worsens air quality. In nose-to-tail traffic, tailpipe emissions are four times greater than they are in free flow traffic (Bell 2006).**

Transport therefore has a key role to play in reducing emissions and meeting the government's objectives on the environment and public health.

Research from various sources has indicated that:

- rail transport is generally considered to be a cleaner form of transport which makes a relatively small contribution to poor air quality with overall emissions both less per passenger mile and tonne per km for freight when compared to other transport modes<sup>1</sup>. The rail sector also provides environmental and social benefits to the UK, increasing journey quality, accessibility, air quality and resilience and reducing the number of accidents, greenhouse gas emissions and noise. the rail sector produces significant environmental benefits, saving between 0.7m and 7.7m tonnes of CO<sub>2</sub> emissions a year; and
- just one double decker bus can take around 75 cars off the road. If drivers switched one car journey a month to bus or coach, it would mean one billion fewer car journeys and a saving of two million tonnes of CO<sub>2</sub><sup>2</sup>. Buses cut congestion by taking car journeys off the road and making better use of limited space. **The UK's bus sector has made very significant progress in introducing low emission, efficient technologies over the last decade. Currently a journey by diesel car, even a Euro 6 one, emits 10 times the per passenger NO<sub>x</sub> (383mg NO<sub>x</sub>/km) of a comparable journey by Euro VI bus (40mg NO<sub>x</sub>/km) (Low Carbon Vehicle Partnership).**

Following recommendations from the Committee on Climate Change, the UK's independent climate advisory body, the UK has become the first major economy to legislate for net-zero emissions by 2050<sup>3</sup>. This commitment, and the 2019 UK Clean Air Strategy recognise the potential for bus and rail travel to play a crucial role in improving the environment, supporting the purchase of low emission buses and also supporting the retrofitting of existing bus fleets via a clean bus technology fund. Reducing the reliance on cars and promoting greener modes of transport (such as public transport or cycling) can relieve congestion and reduce carbon emissions. For example, London's road emissions per person are the same as Brighton's because of the efficient public transport network. Good transport can also improve individuals' health and reduce healthcare costs.

<sup>1</sup>Oxera - What is the contribution of rail to the UK economy? (2015)

<sup>2</sup>The Cross-sector Benefits of Backing the Bus – Urban Transport Group (2019)

<sup>3</sup>Department for Environment Food and Rural Affairs - Clean Air strategy 2019

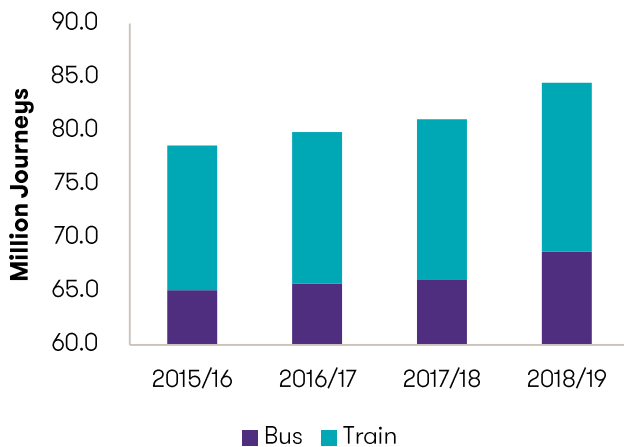
# Public Transport: A Northern Ireland perspective

# Public Transport: A Northern Ireland perspective

## An important time for Public Transport in Northern Ireland.

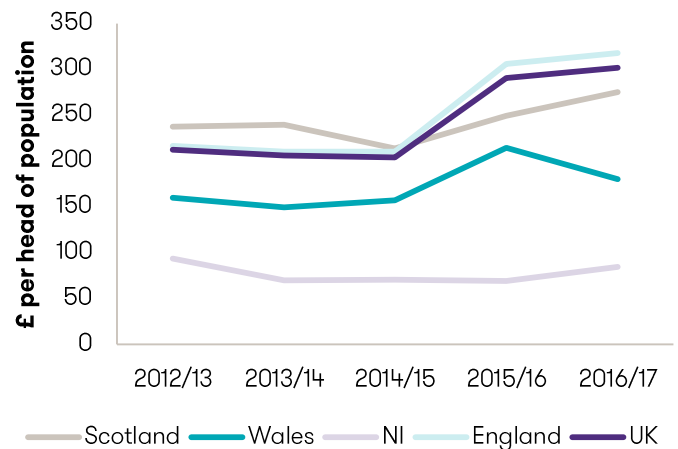
This research takes place in the context of a period of sustained success for Translink. In 2018/19 84.5 million passenger journeys were made across NI Railways, Metro and Ulsterbus. Since 2015/16, the number of passenger journeys on Translink services have increased significantly – up by over 4.5 million.

### Passenger Journeys



It is important to place this recent success on the context of a challenging funding environment. In 2017/18 local public transport and rail in Northern Ireland received funding of £84 per head, the lowest of all the UK countries, and at 27% of the UK average expenditure. Since 2013, Translink's funding per capita has decreased, down from £97 – which when considered in both nominal and real terms is a significant reduction in expenditure.

### Public spending per head of population on local public transport and railways



In the context of Translink’s performance and funding environment, gaining a comprehensive view on the impact of Translink’s activities is an important endeavor.

In May 2019, Grant Thornton undertook a primary research exercise to identify the role that public transport played in the lives of the NI public, with a particular focus on how it supported them to access employment, services and to engage and socialize with friends and family. This primary research included:

- consultation with stakeholder groups and organisations who’s members/customers are dependent on public transport. These include Retail NI, Hospitality Ulster, Now Group, GLL, Belfast City Centre Management; and
- a survey of 540 individuals from across Northern Ireland.

The findings of this research are summarised below:

**Public transport users are from a broad demographic and location**

While the majority (73%) of respondents were aged 25-54, there is representation across all age groups from children to pensioners. Similarly while over 60% of respondents are from Counties Antrim and Derry~Londonderry, responses came from all six northern Ireland counties.

**Figure 3.1: Demography and location of respondents**



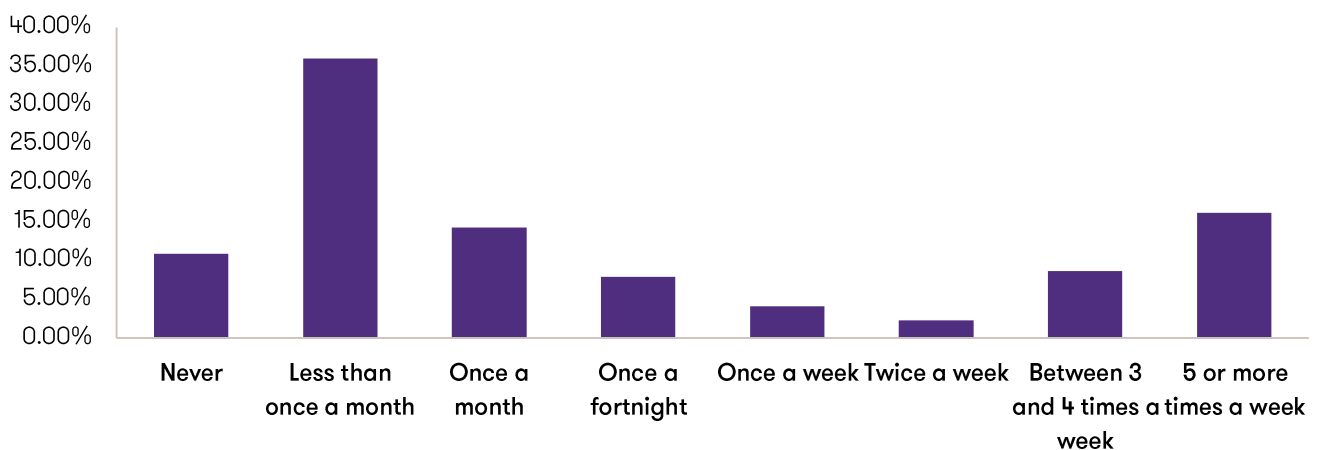
Source: Grant Thornton



## Frequency of use and distance travelled

Of the 540 individuals surveyed, 31 percent (N= 167), were regular users of public transport i.e. using once a week or more. A further 22 percent (N=119) used public transport at least once a month. Only 11% (N=59) never used public transport.

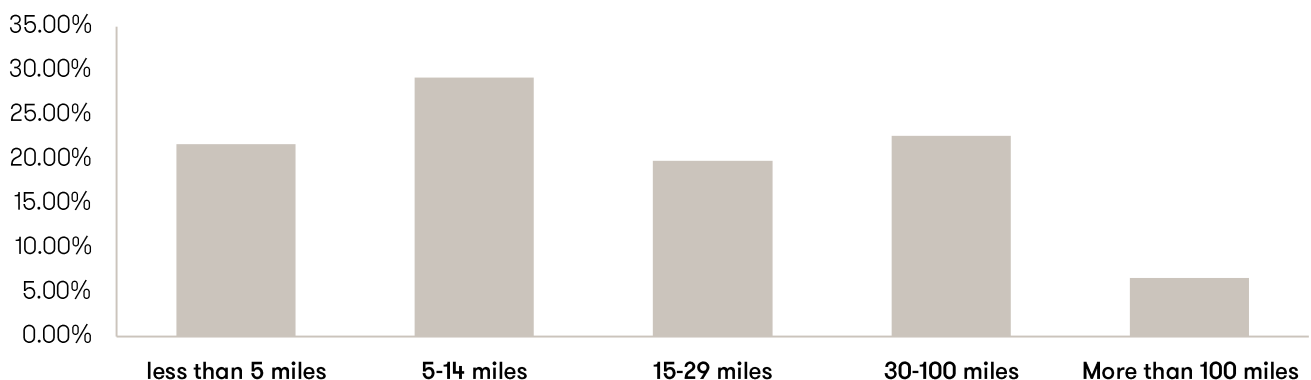
**Figure 3.2: Frequency of use**



Source: Grant Thornton

There was a fairly even spread of distance travelled by survey respondents. The most common distance of travel was 5-14 miles, with 29% (N=157) of respondents travelling this distance. 6.6% of people (N=36) travelled more than 100 miles per day using public transport.

**Figure 3.3: Distance of travel.**





“

Public transport provides a vital service to our client base, connecting them to jobs, training and allowing social integration. We now actively seek to identify potential employers on public transport routes for our clients.

- **NOW Group**

”

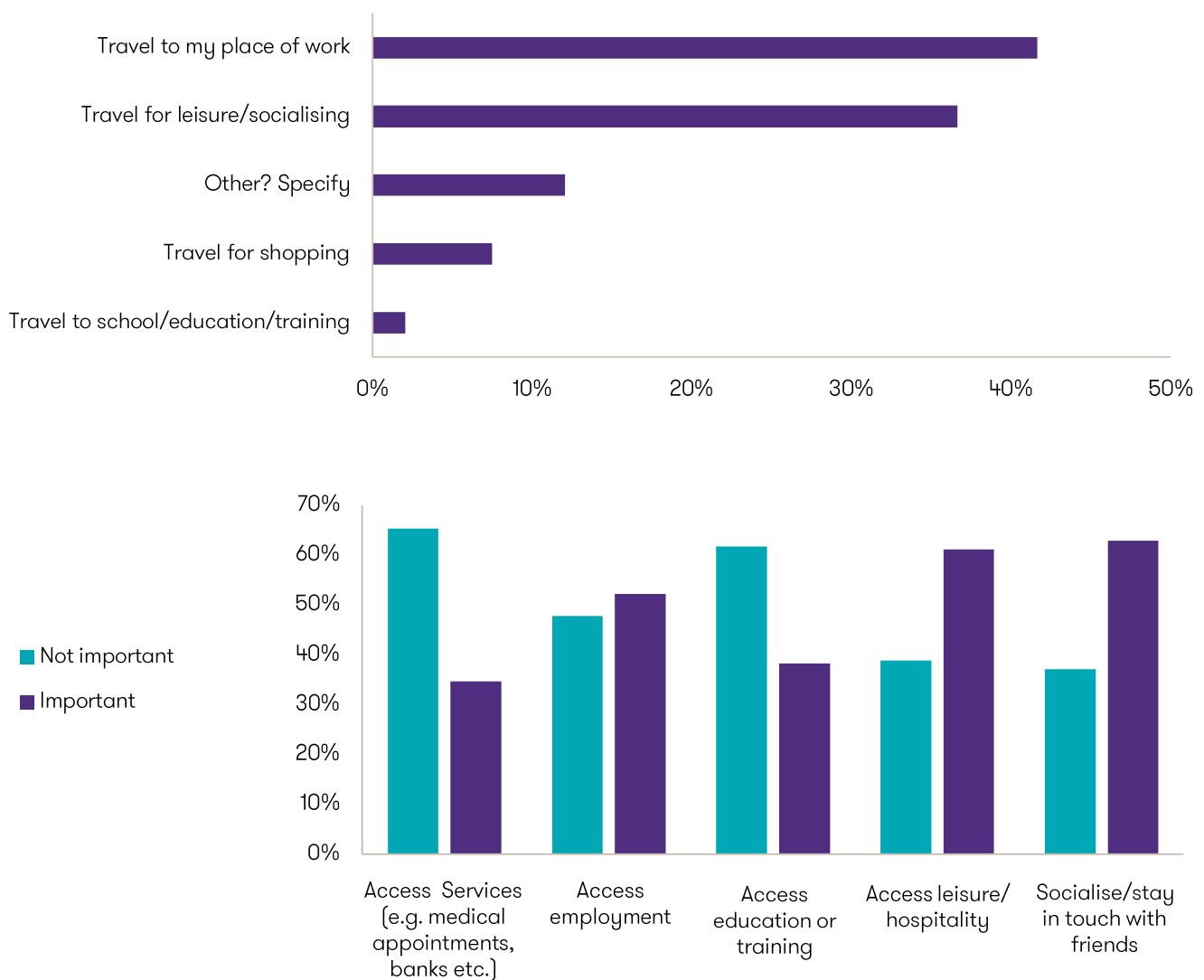
## Public Transport is key for access to employment and inclusion.

Over 42% of respondents (N=226) indicated that travelling to work was the main reason they used public transport, with a further 37% (N=200), citing their primary use being for leisure and socialising. In addition, 52 percent (N= 280) identified public transport as being important for them to access employment, which 63 percent (N=340) highlighted it as being important to socialising and staying in touch with friends and family.

These survey responses are supported by our stakeholder consultations which identified:

- public transport is vital for staff across the retail and hospitality sector to access employment;
- many of those employed in Belfast City Centre now travel to work via Northern Ireland Railways, Glider or Metro and use the Park & Ride facilities, all of which have greatly improved over recent years;
- organisations such as the Now Group, who work with those outside the labour market to support them back into work, highlight the importance of public transport in allowing their participant base to access training and employment; and
- public transport is also a key enabler for them to participate in other activities, aiding their integration and inclusion.

**Figure 3.4: Use of public transport and importance**



In addition to survey analysis, Census 2011 (the most recent Census) recorded that close to 23% of the workforce didn't have access to a car and used public transport to access work. Although highly indicative (as sectoral analysis was not feasible), applying this proportion to current Northern Ireland output and employment statistics concludes that close to £1bn of economic output (£870m) is facilitated by public transport. When households with access to a car but who used public transport to get to work are included, the economic output being delivered by public transport users increases to £2.9bn.

## Public Transport is key for access to employment and inclusion



### Case study one

**Name:** Jason, 22

**Location:** Belfast

**How Public Transport helped me:** Access training, employment and socialize with friends

**Jason's Story:** Jason is a 22 year from Belfast with Autism. In 2017 he engaged with the Now Group, a social enterprise who support young people with learning disabilities upskill, reintegrate and access employment. Following receiving training with the Now Group, Jason was offered a job with a City Centre coffee shop. To access this job he needed to travel by public transport, which he had never done before without assistance. Now Group staff supported Jason through 'route training' him to ensure he knew which service to get and stop to get off at. Staff also supported Jason in understanding the timetable and issued him with a JAM card, which identifies him as learning disabled, with Translink staff being JAM trained. As a result of this, Jason successfully accepted the job and now travels independently to and from work using public transport. Jason also now uses public transport to participate in Now Group social events and weekend activities. Public transport has been vital in allowing Jason to access training, employment and engage in other development activities. Prior to using public transport, Jason was dependent on his parents for transit to and from these events. Now both Jason and his parents are much more independent, with his mother being relieved of caring duties and returning to work part time in a local retailer.



### Case study two

**Name:** Margaret, 67

**Location:** Mid Ulster

**How Public Transport helped me:** Travel for shopping and leisure and engage with friends

**Margaret's Story:** Margaret is 67 and retired from Mid Ulster. While she has access to a car, she is no longer confident in driving long distances. Margaret now gets the train twice a month from Portadown to Belfast to shop, meet friends, her daughter and dine out. The train has been a vital lifeline for Margaret to stay connected with friends and family outside her local area.

## Public Transport fuels our economy

Public transport plays a vital role in transporting consumers from home to retail and leisure and moving tourists around Northern Ireland. Over 54 percent (N=292) of those surveyed spend £30 or more when they use public transport for shopping, socialising and leisure. Consultation also identified:

- public transport is vital for the retail and hospitality industries. It provides an accessible and affordable service, connecting consumers to city and town centres to shop and socialize;
- it is now an integrated part of the retail and leisure experience. Consumers are looking for choice in how they travel and public transport offers that;
- public transport has played a key role in supporting the growth of the tourism industry locally. Going forward its role will only be enhanced, with visitors increasingly travelling independently and looking for cleaner and greener alternative to private transport; and
- without public transport alternatives, the results both the retail and hospitality sectors are seeing would not be being achieved. There is evidence of consumers and visitors alike using public transport to travel to town and city centres to shop and socialise.

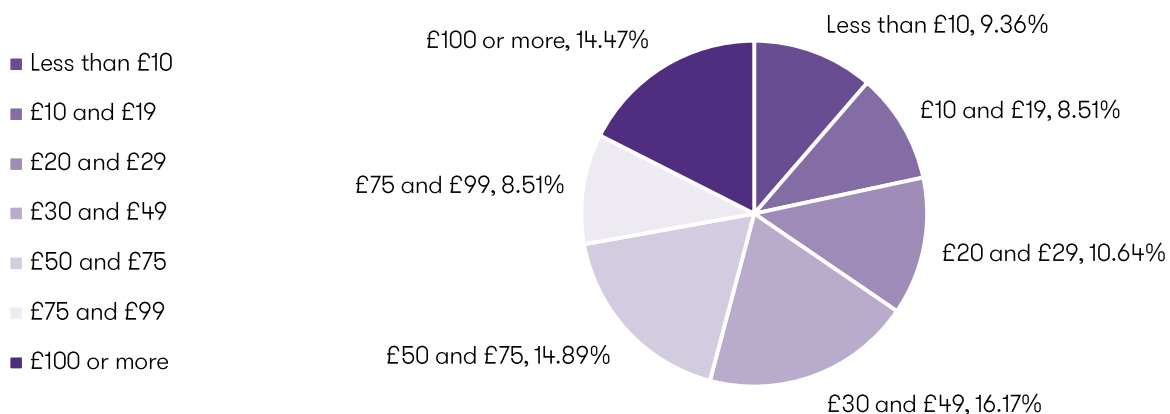
“Quality and efficient public transport is now a key component in the domestic and international visitor experience – without it we would not be seeing the industry results we are seeing”

- Hospitality Ulster

“Public transport is vital to support the 21<sup>st</sup> century high street. Shoppers are looking for choice in how they travel and are seeking alternatives to private transport where possible and feasible.”

- Retail NI

Figure 3.5: Expenditure when using public transport



Source: Grant Thornton



## Public Transport fuels our economy



### Case study three

**Name:** Kate, 55

**Location:** Derry~Londonderry

**How Public Transport helped me:** Travel for shopping and accessing services

**Kate's Story:** Kate is a grandmother with no access to a car. She is dependent on the Foyle Metro to travel to and from the City Centre to undertake her grocery shop. She uses the service three or four times a week for shopping, as she prefers fresh produce. She also uses the service weekly for access to services and to bring her granddaughter to dancing classes. Without this service, Kate would be dependent on private taxis, which are not affordable to her.



### Case study four

**Name:** Paul, 39

**Location:** Belfast

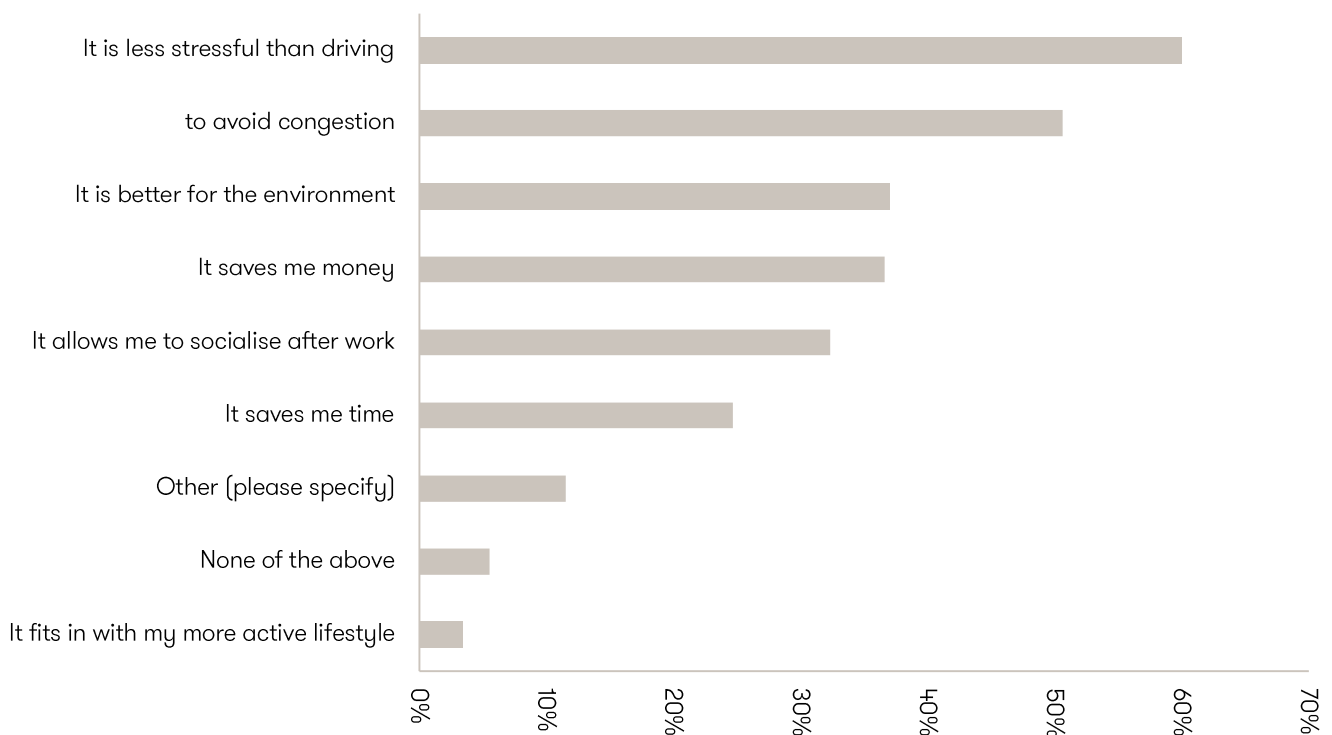
**How Public Transport helped me:** Get out of my car

**Paul's Story:** Paul works for an engineering firm in Belfast and while he lives only 5 miles from the city centre, he has always used his car for his commute. However since the development of the Park & Ride near his home he began using this facility. It is a much less stressful journey for Paul, saves him time, money and reduces congestion at rush hour. Since the introduction of the Glider, Paul has also begun using this service. Its frequency and travel time allows him to travel to work much quicker and has allowed him and his wife to enjoy Belfast's evening economy, enjoying a couple of drinks before heading home.

## Public Transport is healthier, cleaner and greener

When asked what the key benefits of public transport are, 60% (N=324) of respondents highlighted that it was less stressful than driving while 37% (N= 200) highlighted that it was better then for the environment (than private transit). This aligned with previous research highlighting the same and is supported by the views of our consultees who indicated that increasingly tourists, shoppers and consumers were looking for choice in how they travelled and in particular, looking for greener transport solutions.

**Figure 3.6: Benefits of Public Transport**



Source: Grant Thornton







# Economic impact

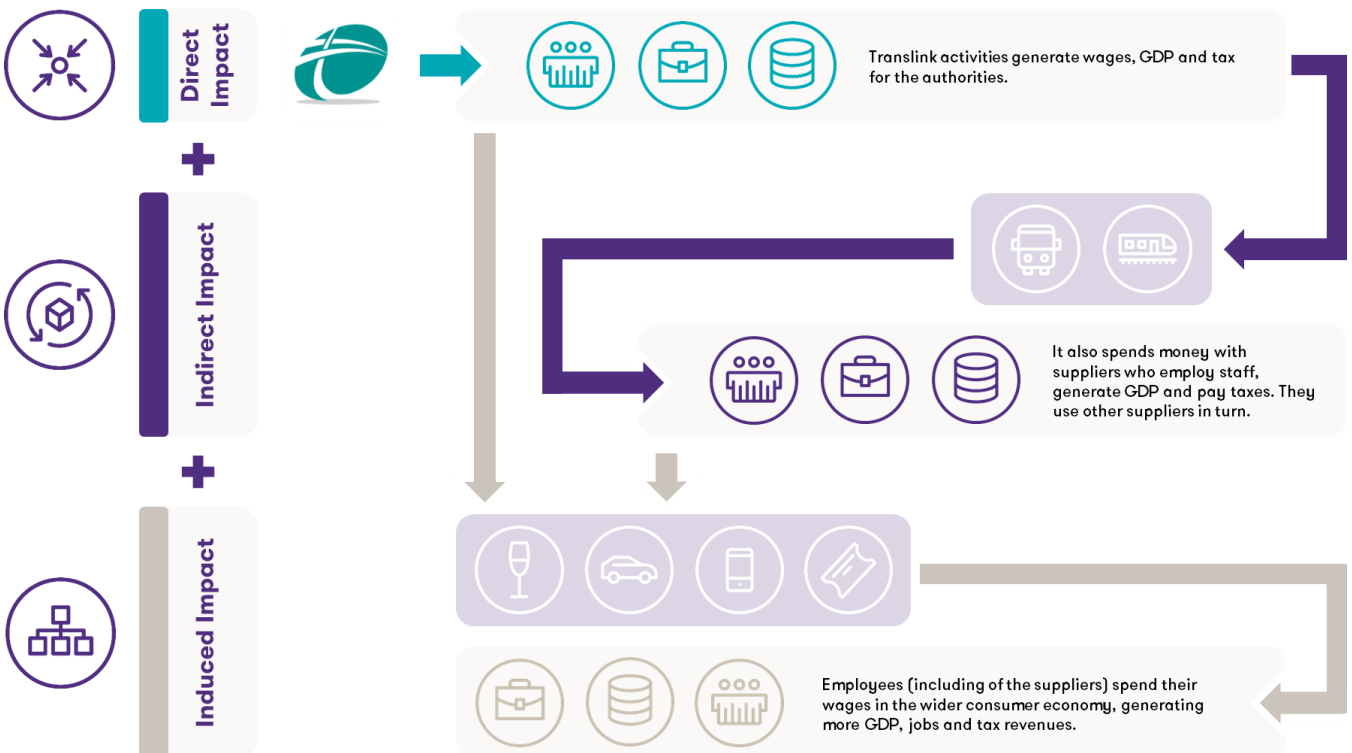
# Economic impact

## Introducing economic impact analysis

Public transport, as evidenced throughout this report, connects and enables economic growth in many ways. In addition to the enabling effects, there are quantifiable economic impacts from Translink’s activities. The company’s turnover supports employment in the company and the expenditure made by both the company (through operational procurement and capital expenditure), the company’s employees and employees of companies in the supply chain sustain an additional economic impact in the wider economy.

These impacts are captured in Grant Thornton’s economic impact model which has been developed based on input-output tables for Northern Ireland which are published by the Department for the Economy. The input-output model enables an assessment of three key elements of Translink’s activity:

- **direct:** this is the immediate effect caused directly by Translink in terms of employment, wages and output;
- **indirect:** this is the subsequent effect caused by Translink’s activities in their supplychain; and
- **induced:** this is the effect caused by the impact of Translink’s staff and supplier staff spending wages on goods and services.



## Direct impact

Public transport use is the highest it has been in two decades. During 2018/19 Translink recorded 84.5 million passenger journeys. Metro passenger journeys grew to 30 million while rail passenger journeys reached 15.8 million, the highest in NI Railways' 50 year history. There was also growth in the numbers of passengers using our Ulsterbus, Goldline, Park and Ride and Airport Express services. Combined, Translink's activities generated £238m in turnover in 2018/19. This turnover sustained employment for close to 4,000 people.

Translink's turnover of £238m reflects Gross Output. Net output, or Gross Value Added (GVA) as economic impact measures typically refer, is most easily considered as the value of sales minus the value of the inputs of goods and services used in their production. This is the accepted measure used to quantify the contribution to the economy of an entity or sector. Grant Thornton's analysis concludes that Translink's turnover resulted in a £110m GVA contribution to the economy in 2017/18.



Turnover  
£238 million



Gross value added  
£110 million



Jobs  
3,911

## Indirect and induced impacts

To quantify the full contribution of Translink to the economy, it is also important to consider additional 'indirect' and 'induced' effects by following a standard analytical technique, typically based on input output tables. In this case, the value of Translink's supply chain is known, due to having access to an aggregate of total supply chain expenditure, so the indirect impact can be calculated with greater certainty.

### Indirect impacts

The indirect impact captures the economic activity supported in the sector's supply chain as a result of procurement of goods, services and capital expenditure. Translink purchases a wide range of goods and services from suppliers in other sectors to support the effective operation of its facilities. Total procurement was £188m in 2018/19. Infrastructure expenditure included the Knockmore to Lurgan Track Ballast Rehabilitation project, the Milewater Service Centre and progression of the Transport hubs in Belfast and North West and Glider shelters.

Running relevant expenditure through Grant Thornton's economic impact model results in an indirect impact estimate of 940 jobs sustained in the supply chain by Translink's activities and Gross Value Added of close to £40m.

### Induced impacts

The induced impact arises as Translink, the firms in its supply chain pay staff their wages. These workers spend a proportion of this income in the consumer economy, mainly at retail and leisure outlets. These impacts then ripple out across these outlets' supply chains. Induced impacts are traditionally estimated based on 'Type 2 Multipliers'. These are not produced for Northern Ireland due to a lack of data. Grant Thornton's economic impact model calculates induced impacts based wages and salary information by sector, household expenditure by sectors and savings ratios, to determine appropriate proxies for how wages of employees flows into the economy as turnover and through to jobs and GVA. Applying this approach results in an induced impact estimate of 1120 jobs sustained in the wider economy and Gross Value Added of close to £50m.

## Total economic impact of Translink's activities.

The preceding analysis, based on the Grant Thornton model of the economic interlinkages at play across all the sectors in economy suggests a significant positive economic impact from Translink in the Northern Ireland Economy. Bringing each stage of the analysis together identifies that Translink's activities are calculated to support c.6,300 jobs and Gross Value Added of £198 million.









# Concluding thoughts



# Concluding thoughts

## Contributing to the Programme for Government priorities

The preceding assessment of the role of public transport in economic and societal performance makes a clear argument that public transport is a key enabler and connector with respect to employability, access to services etc. As such, Translink plays a key role in achieving the outcomes outlined in the NI Executive's Draft Programme for Government 2016-2021. It is an enabler, without which many of the outcomes identified will not be achieved.

- an advanced, competitive economy requires first-class infrastructure – efficient and integrated transport systems enabling economic growth and reducing the burden of congestion;
- Translink public transport networks play a vital role in creating a healthier region, offering an energy efficient way to transport large numbers of people – helping meet national air quality standards and tackle climate change;
- public transport enhances rural economic growth by helping increase the local customer base for a range of services. It helps sustain rural and small urban areas, supports local employment and encourages social inclusion by reducing isolation;
- public transport encourages more active travel as most journeys require a walk or cycle to the bus stop or train station, supporting a healthier population. Health benefits also come from reducing congestion, reducing air and noise pollution and helping to reduce RTAs;
- public transport supports social inclusion for older people, those with disabilities and many people who don't have access to a car, helping them participate more fully in society and lead a more active and productive life;
- a sustainable public transport network helps create an attractive environment for new business and provides access for more people into work, broadening the talent pool;
- public transport is at the heart of communities; helping generate local employment, delivering economic benefits. It regenerates, enhancing and increasing property values. It fosters more social interaction; creating strong neighbourhoods that are economically stable, safe and productive with a sense of 'place' helping make an area unique and encourage civic pride;
- public transport and active travel enhances safety environment, helps tackle disadvantage, connects people to opportunities, increasing social confidence and wellbeing, creating opportunities to engage and expand horizons. Good public transport links attract more visitors, shoppers, public events as well as encouraging commercial businesses to locate within local communities;
- public transport provides vital services, connecting people to work, education, hospitals, shops, social activities and more. It also supports social inclusion for older people, those with disabilities and many people who don't have access to a car, helping them participate more fully in society and lead a more active and productive life;
- public transport is part of a shared mobility strategy that touches the lives of everyone – not just those using the bus and train. High quality public transport enables the region to thrive, supporting economic growth, social inclusion and the welfare of local communities. Addresses congestion and climate change, creating healthier towns and cities. Gives people choices, freedom and more opportunities in business, education, shopping and leisure pursuits; and
- public transport provides vital links to education and services. Integration with rural public transport services offers cost effective travel solutions for the important rural and small urban communities.





Reducing congestion

Driving economic growth



Protecting the environment

Creating a healthier region



Supporting social inclusion

Connecting communities





# Appendix

# Public Transport in Northern Ireland

## Overview of Translink and its services

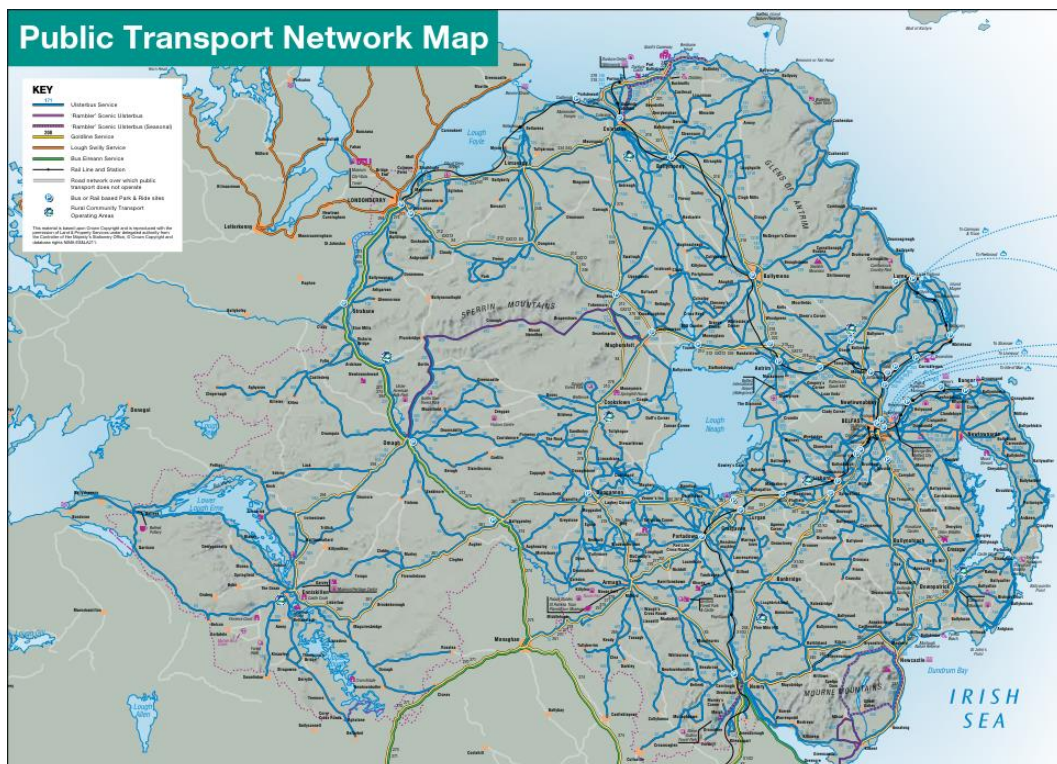
### Background and Governance

Public transport in Northern Ireland is controlled and regulated by the Department for Infrastructure (DfI). DfI sponsors the Northern Ireland Transport Holding Company (NITHC) and provides financial and administrative support to help ensure the operational delivery of transport policy. This extends to the planning, delivery and governance of public transport.

NITHC is a public corporation established under the Transport Act (NI) 1967 to take over the rail and bus services of the (previous) Ulster Transport Authority. Translink is a brand name which was introduced in late 1996 to cover the integrated services of Ulsterbus, City bus (now Metro) and NI Railways. The NITHC Board is responsible to DfI for the operation of Translink and to approve its strategic direction and ensure proper governance.

### The Public Transport Network

The Translink network extends across Northern Ireland (as per the figure below), offering a range of bus and rail services to all major towns and cities in Northern Ireland and across rural areas. The network covers 43 million miles per annum, providing direct access to public transport for 83% of the NI population.



Source: Translink

## Public Transport Services

Translink provides services all over Northern Ireland and also to Dublin, in a partnership deal with Iarnród Éireann in the Republic of Ireland. It also provides local bus services in many towns and cities all over Northern Ireland. The Metro service operates throughout Belfast and in Derry~Londonderry, complemented with the recently launched Glider rapid transit service. Table 1 below provides an overview of the full transport offering

**Table 2.1: Service overview**

<b>Glider</b>	Glider is a bus rapid transit system in Belfast designed to improve the efficiency of mass transit in the city by connecting East and West Belfast and the Titanic Quarter via the city centre. There are two routes, G1 and G2. The busways total 15.2 miles (24.5 km) in length and consist of both dedicated bus lanes and mixed traffic lanes. It operates a fleet of 18m-long Van Hool ExquiCity articulated buses. The first services of the day commence at 5:21am, and the final services depart at 11:06pm. Services operate on a 7-9 minute interval, reducing to 4-6 minutes at peak times.
<b>Metro</b>	The Metro network has 12 high frequency corridors along main arterial roads into Belfast city centre with additional services operating throughout the Greater Belfast area. Buses operate a guaranteed service of between 5 to 10 minutes frequency during the day over the core portion of the corridor, Monday to Saturday with a reduced frequency of service on Sundays.
<b>Ulsterbus</b>	Ulsterbus is responsible for virtually all bus services in Northern Ireland except Belfast city services which are operated by Metro. Translink also operate express coach services under the Goldline brand, which link together the main towns and cities across Northern Ireland. Goldline services are viewed as one of the 'flagships' of the Translink network, offering a high quality coach service. In 2018 Translink launched the Urby service which offers enhanced transit options, serving townlands on the periphery of Belfast and key Park & Ride sites.
<b>NI Railways</b>	NI Railways operates a rail network across the province serving the following routes: <ul style="list-style-type: none"><li>• Bangor line: Bangor – Belfast</li><li>• Larne line: Larne Harbour – Belfast</li><li>• Londonderry line: Derry~Londonderry – Coleraine – Belfast</li><li>• Portadown line: Newry – Portadown – Belfast</li><li>• Portrush line: Coleraine – Portrush</li></ul>
<b>Enterprise</b>	Enterprise is Translink's flagship cross border rail service between Belfast and Dublin. The service offers eight trains daily from Monday-Saturday and five on a Sunday, with stops at Portadown and Newry in Northern Ireland.

**Table 2.1: Service overview**

<b>Other</b>	<p>In addition to the above core services Translink also offers the following:</p> <ul style="list-style-type: none"><li>• <b>Foyle Metro</b> - Foyle Metro operates bus services in Derry~Londonderry. The new service commenced in August 2017 following an update of the city's bus routes and replacing some of the older buses. Foyle Metro is similar to Metro that operates buses in Belfast. Foyle Metro operates across 13 key corridors from the City Centre, with an additional route 14A/B/C orbiting the City's North Side from Ballymagroarty to Currynierin via Altnagelvin Hospital</li><li>• <b>Park &amp; ride</b> - Translink operates 47 Park &amp; Ride facilities across Northern Ireland, primarily targeting commuters traveling to the main urban centres. There are six Park &amp; Ride facilities within the greater Belfast area. These are Northside, Eastside, Sprucefield, Blacks Road, Cairnshill and Dundonald. In 2018 Translink launched the Urby service, which offers enhanced transit option for park and rides in the greater Belfast area.</li><li>• <b>Town Services</b> - Translink operate a number of Ulsterbus services in rural areas across Northern Ireland which make an important contribution to reducing social isolation by improving access to employment opportunities, health, education and leisure amenities for rural residents. As well as rural bus services providing access to towns and facilities there are also Rambler services, which enable more people to enjoy some of the most varied and interesting scenery in the country</li><li>• <b>Airport Services</b> - Translink operate services to Belfast International Airport; George Best City Airport; City of Derry Airport; and Dublin Airport</li></ul>
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