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**Regional
Development**
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Ports and Public Transport Division

Equality Impact Assessment (EQIA)

on the

Transport Programme for People with Disabilities (TPPD)

September 2004



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Stephen Johnston
Ports and Public Transport Division
Department for Regional Development
3rd Floor
Millennium House
19-25 Great Victoria Street
Belfast
BT2 7BN

Tel: (028) 9089 3927

Fax: (028) 9089 3906

Textphone: (028) 9054 0642

E-mail: Stephen.Johnston@drdni.gov.uk

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1.0 EXECUTIVE SUMMARY

1.1 The Transport Programme for People with Disabilities (the Programme) positively impacts upon the following groups of Northern Ireland's urban residents:

- women generally;
- persons with a disability;
- older people; and
- people with elderly or disabled dependants.

It is also likely that, due to its urban nature, the Programme positively benefits a greater number Protestants than Roman Catholics. These positive impacts are likely to increase as the Programme is expanded.

1.2 Funding for the Programme is projected to increase from £0.78m in 2003/04 to £4.9m in 2005/06. The Department will use these additional resources to:

- extend door-to-door and group transport services for people with disabilities throughout Northern Ireland's urban areas with populations in excess of 10,000 people;
- continue to fund Translink's Easibus services in Bangor, Belfast and Londonderry;
- establish an improved support mechanism for Shopmobility schemes;
- increase the independence and profile of the Northern Ireland Transport Advisory Committee (TAC); and
- continue to provide information about accessible transport opportunities in Northern Ireland through the "Getting Out and About" website (www.ni-transportguide.info).

2.0 INTRODUCTION

2.1 Section 75 of the Northern Ireland Act 1998 (the Act) requires the Department for Regional Development (the Department), in carrying out its functions, 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;
- men and women generally;
- persons with a disability and persons without; and
- persons with dependants and persons without.

2.2 In addition, without prejudice to the above obligation, the Department must also have regard to the desirability of promoting good relations between persons of different religious belief, political opinion or racial group.

2.3 This EQIA sets out the possible quantitative and qualitative impacts of the Programme, both in its existing and proposed forms. Under Section 75 of the Act, the Department's obligation is to conclude whether any impact is adverse in terms of the equality of opportunity of the nine groups set out in the legislation.

3.0 BACKGROUND

3.1 This Equality Impact Assessment (EQIA) on the Transport Programme for People with Disabilities (the Programme) is one of a number of EQIAs of transport policies identified in the Department for Regional Development's Equality Scheme, which was approved by the Equality Commission on 15 February 2001.

4.0 AIM OF THE EQIA

- 4.1 The primary function of the EQIA is to assess any differential impacts caused by the Programme, either in its current or proposed forms. In turn, the EQIA assesses whether these impacts have had, or will have, a negative impact on groups or individuals in relation to one or more of the nine equality categories.
- 4.2 The Department did not consider any mitigation or alternative options necessary as none of the differential impacts identified were considered adverse.

5.0 BACKGROUND TO THE PROGRAMME

- 5.1 The legislative basis for the Department's support of these initiatives towards people with disabilities was established in 1990 under Section 75A of the Transport Act (Northern Ireland) 1967, as amended (see Appendix 1).
- 5.2 The Department is responsible for ensuring that public transport services fulfil the needs of all the people of Northern Ireland, including those with disabilities. To this end, the Department assists a number of operators through the Programme. This Programme complements the conventional public transport networks in improving accessibility to their transport services.
- 5.3 The Programme has been in existence since 1991 and has evolved over the years, developing a range of specialised transport services for people with disabilities with a number of service operators.

6.0 AIMS OF THE PROGRAMME

6.1 The aims of the Programme are:

- To target social need by improving accessibility of public transport to people with disabilities who cannot avail of existing conventional services in Northern Ireland; and
- To complement the work of existing service providers involved in programmes designed to promote social inclusion for people with reduced mobility.

6.2 Following an independent review and consultation exercise, the Department intends to extend services in order to further promote the Programme's aims. Details of the Programme's current and proposed services are detailed in Section 7 below.

6.3 The Programme currently funds a number of activities listed between 7.1 and 7.5 below. These activities are intended to help the Department meet its Statement of Intent, which is cited in paragraph 6.4 below.

6.4 The Department for Regional Development is committed to the development of accessible public and community transport opportunities for people with disabilities in Northern Ireland. It will strive to integrate this policy within the wider strategic transport policy development and complement the work of other agencies involved in programmes designed to promote social inclusion.

7.0 SCOPE OF THE CURRENT AND PROPOSED POLICY

7.1 Door-to-Door Transport

Current Policy

7.1.1 The Programme currently supports minibus dial-a-ride services, which offer pre-bookable transport for affiliated members. Services are currently restricted, covering Londonderry and parts of Belfast. In 2003/04, 15,864 passenger trips were completed in Londonderry, and 30,803 passenger trips were completed in Belfast.

New Policy

7.1.2 The Department now intends to publicly tender for the provision of door-to-door services across Northern Ireland. These services will be for people who find conventional public transport very difficult or impossible to use and will operate in the following urban areas:

- Antrim;
- Armagh;
- Ballyclare;
- Ballymena;
- Banbridge;
- Bangor and Holywood;
- Belfast;
- Coleraine and Ballymoney;
- Cookstown;
- Downpatrick;
- Dungannon;
- Enniskillen;
- Larne;
- Limavady;
- Lisburn and Dunmurry;
- Londonderry;
- Newry;
- Newtownabbey and Carrickfergus (including Greenisland due to the geographical make-up);
- Newtownards, Comber and Dundonald;
- Omagh;

- Portadown, Lurgan and Craigavon (Craigavon Urban Area); and
- Strabane.

7.1.3 Each of the above urban areas has a population of over 10,000 persons. This policy therefore complements the Department's Rural Transport Fund provision, which provides funding for services in areas with populations of less than 10,000 persons.

7.1.4 The Department has recently completed a consultation exercise with people with disabilities, disability groups and other relevant bodies on how door-to-door services should operate. That consultation was begun in order to speed up the introduction of door-to-door services, if the EQIA concluded that the policy fulfilled the requirements of the Act. Once this strategy has been agreed, the Department will begin the tender process. It is hoped that the first new services will be operational by early 2005.

7.1.5 The Department will advertise the door-to-door transport scheme, for people whose mobility impairment is such that they cannot avail of conventional public transport, in the coming months.

7.2 **Group Transport**

Current Policy

7.2.1 The Programme also currently supports accessible minibuses that enable groups with disabled members to meet their transport needs. At present, this element of the Programme nominally covers all of Northern Ireland. However, the vast majority of services are provided in Belfast and Londonderry. 10,619 group transport trips were taken in 2003/04.

New Policy

- 7.2.2 The Department will continue to fund group travel for the time being and will, in the interests of value for money, combine it with the proposed door-to-door tendering arrangements. Departmental support for group travel in both Belfast and Londonderry will remain unaffected in the short-term.
- 7.2.3 The Department will advertise the availability of accessible transport to groups with disabled members in the coming months.

7.3 Public Transport

Current Policy

- 7.3.1 Revenue support is provided to Translink's Easibus services through the Programme. These services, of which there are 14 in total, operate in Bangor (4), Belfast (8) and Londonderry (2). In 2003/04, 86,766 passenger trips were taken on these services.

New Policy

- 7.3.2 The Department has decided to continue its support of these services, which provide accessible local bus services mainly, but not exclusively, for those whose mobility impairment is such that they cannot avail of existing conventional services. Customers are drawn from those who reside along the specified routes.
- 7.3.3 The Department considered withdrawing Programme funding from Londonderry's Easibus services, given the results of an independent survey which revealed that only a minority of service users had a disability. However, on reflection the Department now feels it is better to treat all Easibus services, which are primarily aimed at persons with mobility difficulties, holistically. Funding for these services will therefore remain unaffected.

7.4 Shopmobility

Current Policy

7.4.1 Shopmobility schemes lend manual and powered wheelchairs and powered scooters to members of the public with limited mobility to enable them to shop and use leisure and commercial facilities. Shopmobility schemes can be seen as the final link in the accessible transport chain.

7.4.2 The Programme currently provides financial support for Shopmobility schemes in Bangor, Belfast, Carrickfergus and Londonderry.

7.4.3 Financial assistance has traditionally been provided on the basis that the funded schemes do not confine individual users to particular shopping centres but also allow access to commercial town/city centres.

New Policy

7.4.4 The Department, in liaison with the National Federation of Shopmobility (UK), has developed a better framework for providing assistance to Shopmobility schemes.

7.4.5 As part of this framework the Department will:

- confine its funding to agreed revenue costs, rather than for capital expenditure, up to a maximum level of £25,000 per annum per scheme;
- continue to provide assistance only to those schemes which do not confine individual users to a particular shopping centre;
- support the establishment of a regional umbrella group for Shopmobility to provide assistance and advice to schemes.

7.4.6 The Department intends to set aside an indicative sum of £200,000 per annum for Shopmobility funding with effect from 2004/05. However, this allocation may be increased depending on resource availability and the level of applications that the Department receives.

7.5 Advice and Support

Current Policy

7.5.1 The Programme currently funds the work of the Northern Ireland Transport Advisory Committee (TAC), which is hosted by Disability Action. The TAC advises Government on issues relating to disabled people and the transport system.

7.5.2 The Programme also makes an important contribution to raising the profile of accessible transport for people with disabilities through the “Getting Out and About” website www.ni-transportguide.info, which provides information on accessible transport opportunities in Northern Ireland.

New Policy

7.5.3 Funding for the advice and support, currently provided by the TAC, will remain within the Programme. The TAC will continue to foster its working relations with the General Consumer Council for Northern Ireland. The Department will continue to monitor the TAC and its secretariat with a view to deciding its future within the next 12 to 18 months.

7.5.4 The TAC will cease to be constitutionally a sub-committee of Disability Action and will be reformed to formally report its work to the Department on a regular basis.

7.5.5 The Department will continue to fund the provision of information about accessible transport through its website www.ni-transportguide.info.

7.5.6 The Department will consider ways of helping people with reduced mobility or disabilities to use public transport, for example through travel training.

8.0 SCREENING AND ASSESSMENT OF IMPACTS

8.1 It is not possible to define the exact profile of the persons who benefit, either currently or potentially from the Programme. However, the Programme in both its current and proposed forms will positively impact upon the following groups of Northern Ireland's urban residents:

- women generally;
- persons with a disability;
- older people; and
- people with elderly or disabled dependants.

It is also likely that, due to its urban nature, the Programme positively benefits more Protestants than Roman Catholics. These positive impacts are likely to increase as the Programme is expanded.

8.2 Religious Belief

8.2.1 The Programme currently provides the vast majority of its support to Disability Action Transport (DAT), which operates in north and west Belfast, and to Bridge Accessible Transport (BAT), which operates in Londonderry. Information collected by DAT and BAT in relation to the "perceived religion" of their door-to-door members indicates that the majority of DAT's users are Protestant, whilst the majority of BAT's users are Roman Catholic (see Table 1 overleaf).

**Table 1 –
Percentage breakdown of membership by perceived religion
(door-to-door transport)**

	Protestant	Roman Catholic	Other/ Unknown
Bridge Accessible Transport	34%	65%	1%
Disability Action Transport	64%	33%	3%

Source: Bridge Accessible Transport / Disability Action Transport (as at September 2003)

8.2.2 There are no statistics available on the religious breakdown of members of Shopmobility schemes funded through the Programme. Nor is there any information available on the religion of passengers using Easibus.

8.2.3 As the Department will extend the Programme to all urban centres of Northern Ireland with populations in excess of 10,000, it is likely that more Protestants than Roman Catholics will benefit. Although service provision is not dependent on religion, there is a relatively higher number of Protestants than Roman Catholics living in urban areas. Further, the Department's Rural Transport Fund provides a similar range of services in most of Northern Ireland's rural areas, which are more likely to have more Roman Catholic beneficiaries.

8.3 Political Opinion

8.3.1 There are no data available on the political opinion of those who avail of the services that currently exist under the Programme. However, as the Programme is likely to benefit larger numbers of Protestants than Roman Catholics, it is likely that the expanded Programme will benefit a larger number of unionists than nationalists. However, it is not possible to define

the exact political profile of persons who will benefit from the Programme. Furthermore, the Department believes that any potential for differential impact is offset by the Rural Transport Fund, which provides a similar range of services in most of Northern Ireland’s rural areas, and which are more likely to have more nationalist beneficiaries.

8.4 Age

8.4.1 Bridge Accessible Transport and Disability Action Transport hold statistics in relation to the age of their door-to-door services members. This is outlined in Table 2 below.

Table 2 – Percentage breakdown of membership by age (door-to-door transport)

	Under 18	18-64	65+
Bridge Accessible Transport	11%	38%	51%
Disability Action Transport	0.2%	12%	87.8%

Source: Bridge Accessible Transport / Disability Action Transport (as at September 2003)

8.4.2 Evidence indicates that, in the majority of cases, the Programme currently has a positive differential impact on older people. This is to be expected as older people may experience more mobility problems.

8.4.3 It is likely that the trend outlined in 8.4.2 above will continue with the Programme’s expansion.

8.5 Men and Women Generally

8.5.1 Statistics collated by PricewaterhouseCoopers (PwC), (paragraph 7.3.3 refers), found that 77% of Easibus passengers are female.

8.5.2 Bridge Accessible Transport and Disability Transport hold statistics on their members in relation to men and women generally. This is outlined in Table 3 below.

Table 3 – Percentage breakdown of membership by men and women generally (door-to-door transport)

	Male	Female
Bridge Accessible Transport	41%	59%
Disability Action Transport	17.5%	82.5%

Source: Bridge Accessible Transport / Disability Action Transport (as at September 2003)

8.5.3 The Shopmobility schemes funded through the Programme also hold information on their members in relation to men and women generally. This is outlined in Table 4 below.

Table 4 – Percentage breakdown of membership by men and women generally (Shopmobility)

	Male	Female
Bangor	34%	66%
Belfast (Victoria Centre)	54%	46%
Carrickfergus	43%	57%
Londonderry	25%	75%

Source: Provided by each Shopmobility Scheme (as at September 2003)

8.5.4 The data shown in Tables 3 and 4 above, and in paragraph 8.5.1 above, indicate that, in the majority of cases, the Programme has a positive differential impact on females. This is not surprising, as Census¹ data show that women are more dependent on public transport than men and would therefore

¹ Census 2001 Output (Standard Tables – 20 March 2003) data shows that of those who use public transport as the method of travel to work, 58% are females

form a larger percentage of those targeted by the Programme. Women are also over-represented in older age groups which are more likely to use Programme-funded services.

- 8.5.5 It is consequently likely that the Programme will benefit a disproportionately greater number of women than men in its proposed extended form.

8.6 Persons with a Disability

- 8.6.1 The Programme currently impacts positively on people with disabilities and persons with reduced mobility who find it difficult or impossible to use conventional public transport. The Programme's extension will increase this positive differential impact.

8.7 Marital Status

- 8.7.1 There is no evidence of differential impact in terms of the Programme's provision, either its current or extended forms, with regard to marital status.

8.8 Persons with Dependents

- 8.8.1 Whilst there is no direct evidence to support this, it is presumed likely that the Programme indirectly benefits people with elderly or disabled dependents, and will continue to do so in its extended form.

8.9 Racial Group

- 8.9.1 There is no evidence of differential impact in terms of the Programme's provision, either in its current or extended forms, with regard to Racial Group.

8.10 Sexual Orientation

8.10.1 There is no evidence of differential impact in terms of the Programme's provision, either in its current or extended forms, with regard to Sexual Orientation.

8.11 Good Relations

8.11.1 There is no evidence that the Programme impacts upon good relations between persons of different religious belief, political opinion or racial group.

9.0 DATA COLLECTION AND CONSULTATION

9.1 The data sources that have been used to analyse the effect of the Programme, both in its existing and extended forms, are summarised below:

- Data supplied to the Department from Bridge Accessible Transport and Disability Action Transport have been applied to the Religion, Age and Men and Women generally categories;
- Data supplied to the Department from Shopmobility have been applied to the Age and Men and Women generally categories; and
- PricewaterhouseCoopers' survey of Easibus Passengers has been applied to the Age and Disability categories.

9.2 Over 300 consultation documents were issued on the basis of the Department's consultee list. The document was also made available on the Internet. In response to telephone and e-mail requests, further copies of the consultation document were issued by mail, e-mail, audio-tape and floppy disk.

- 9.3 The period of consultation spanned a 12-week period, from 27th February until 21st May 2004.
- 9.4 The consultation document invited responses on any of the aspects of equality set out in the impact assessment. At the end of the consultation period, 9 responses were received. No responses were received from members of the public. The respondents are listed below.
- 9.5 The respondents were:
- (i) Antrim Borough Strategy Partnership *
 - (ii) The Pedestrians Association (Living Streets)
 - (iii) Northern Ireland Council for Voluntary Action
 - (iv) Transport Advisory Committee
 - (v) Equality Commission
 - (vi) The Omnibus Partnership
 - (vii) Community Transport Association
 - (viii) Rural Lift for SW Fermanagh
 - (ix) General Consumer Council for Northern Ireland

* Indicates acknowledgement.

- 9.6 Of these 9 responses, 1 was an acknowledgement without comment. The remaining 8 commented on matters relating to equality, as well as other general comments.
- 9.7 The Department received 1 response to the Draft EQIA after the consultation period had finished. This was from Southern Health and Social Services Board; it made no comment on the EQIA.

10.0 KEY FINDINGS

- 10.1 A summary of the responses from the consultation is set out in the table below, together with the Department's response to the concerns raised.
- 10.2 The Department received a total of 69 comments through the consultation process although the majority of these did not relate to the Programme's impact on equality of opportunity. The Department is however grateful to all those who provided comment and for completeness these are recorded from point 18 below.

Equality Issues

1.	Issue/Suggestion: The proposed extension of door-to-door services to other urban areas is welcomed.
	Raised by: (ix)
	The Department notes this comment.
2.	Issue/Suggestion: It might be wise not to publish differences in religious or political persuasions and make findings available only to those who request it.
	Raised by: (ii)
	The Department is statutorily obliged to make known all of its findings on the nine equality groups.

3.	Issue/Suggestion: There are no data provided on racial group or sexual orientation and assumptions are made about other groups.
	Raised by: (iii)
	<p>In an initial screening exercise, the Programme was only screened in on 2 of the 9 equality categories, that is, Age and Disability. Therefore, the Department has been advised that it is only necessary to collect data on those two categories. Where practicable, however, the Department has sought data from the organisations it funds on other equality categories (such as men and women generally and religious belief). Virtually no data exist in relation to sexual orientation.</p> <p>Furthermore, eligibility to receive these services is not based on a person's racial group or sexual orientation.</p>
4.	Issue/Suggestion: There is no commitment to collect further information.
	Raised by: (iii)
	<p>The Department would refer to 13.1 of the Draft EQIA which states that the "Programme's impacts will continue to be monitored over the period of its implementation, to identify any unforeseen results and to ensure that its aims are being achieved".</p>

5.	Issue/Suggestion: The Department seems content to make the assumption that possible adverse impacts will be lessened by the new policy.
	Raised by: (iii)
	<p>The Department believes that the Programme's new policy direction to cover all urban areas will inevitably benefit many more people with disabilities. This is in line with the Department's New Targeting Social Need objectives of Promoting Social Inclusion.</p> <p>The Department also believes that the extension of the Programme will benefit more Protestants, however, this is to be expected as there are more Protestants living in urban areas. The Rural Transport Fund, which provides door-to-door transport in rural areas, conversely benefits more Roman Catholics.</p> <p>Finally, as has been stated in point 4 above, the impacts on the Programme will continue to be monitored.</p>

6.	Issue/Suggestion: The draft EQIA devotes a minimal amount of effort to consultation, fails to provide all the relevant information and attempts to introduce major changes to policy within an EQIA without separate consultation.
	Raised by: (iii)
	<p>The Department extensively consulted with users and user groups during a Review of the Programme, and conducted a targeted consultation on the independent consultant's findings on the Review. The Department also met with all the respondents on the Review who requested such a meeting.</p> <p>Additionally, the Department has carried out further consultation which was needed on the strategy for extending door-to-door transport services through the Programme and, to this end, issued a consultation document on this subject on 17th May 2004.</p>

7.	Issue/Suggestion: That the information on which the Department has based the assessment is almost entirely statistical.
	Raised by: (iv), (v), (vii)
	The Department acknowledges that the consultation document relied upon the quantitative data but does not believe that the findings (as outlined in sections 1.1 and 1.2 of the Draft EQIA) would have been altered, should more qualitative data been incorporated into the EQIA document.
8.	Issue/Suggestion: There is concern over the timing and nature of the draft EQIA.
	Raised by: (iv), (v), (vii)
	The Department is aware that there are concerns over the timing of the EQIA, particularly with the ongoing development of the Accessible Transport Strategy. However, the Regional Transportation Strategy, which was approved by the Northern Ireland Assembly on 3 rd July 2002, quite clearly stated that the Department would review the Programme and that, building on this review, the Department would then prepare an Accessible Transport Strategy for Northern Ireland. Therefore, it was essential that the development of the Programme commenced at this time, as it will feed into the ATS.
9.	Issue/Suggestion: There is concern that the Department has impact assessed the Programme before many details of the proposed policy are finalised.
	Raised by: (iv), (vii), (ix)
	The proposed policy for the operation of the TPPD has been clearly outlined in the document. The Department has yet to finally decide on the means to achieve the extension of door-to-door transport services. Consequently, it undertook a consultation exercise on the matter issued between 17 th May and 16 th July 2004.

10.	Issue/Suggestion: Some of the language used in the EQIA illustrated a lack of respect and understanding of the needs of disabled people.
	Raised by: (iv), (v), (vi)
	The Department acknowledges that documents relating to disabled people need to be sensitive to their needs. To this end, it has worked closely with the Transport Advisory Committee on the consultation document on extending door-to-door transport services across Northern Ireland, to ensure that appropriate language and formats have been adopted.
11.	Issue/Suggestion: Consideration on how equality of opportunity could be improved still further by changes to the policies has not been given.
	Raised by: (v)
	Following the Review of the Programme, the Department has proposed changes to the policy which should improve equality of opportunity, especially for people with disabilities.
12.	Issue/Suggestion: With reference to consultees, disabled people and organisations of disabled people are under-represented.
	Raised by: (vi)
	People with disabilities and organisations of disabled people were fully consulted during the Review of the Programme. In order to reach the relevant parties, the Department then undertook a targeted consultation exercise on the findings of the Review. The Draft EQIA was issued to the full Departmental-approved consultation list, and the consultation document on extending door-to-door transport services across Northern Ireland was issued to over 180 individuals and groups. In addition, the TAC issued a letter from the Department to further disabled groups and individuals, making them aware of the availability of the document.

13.	Issue/Suggestion: The conclusions the Department has made in relation to the EQIA is broadly accepted.
	Raised by: (vii)
	The Department notes these comments.
14.	Issue/Suggestion: It was disappointing that the document was issued at the same time as a number of other related consultation documents, which contributed to the confusion about the purpose and benefits of the policy.
	Raised by: (vii)
	All of the recent consultation documents which have been issued have been clearly labelled with separate front covers, and have had different issue dates and consultation periods.
15.	Issue/Suggestion: There is concern that the positive impact of the door-to-door services could be reduced if they are not considered further to meet the needs of all consumers who could benefit from more accessible transport services like these.
	Raised by: (ix)
	The Department consulted on the strategy for providing door-to-door transport to people with disabilities. That consultation ended on 16 th July 2004.
16.	Issue/Suggestion: There is no analysis of the responses to the original consultation to allow us to consider if the revisions have reflected the concerns and responses raised in the first stage consultation. It may therefore have been beneficial if further consultation on these options could have been undertaken rather than use of an EQIA as a consultation tool.
	Raised by: (ix)
	The Department considered responses on the future Programme policy and these are set out in the draft EQIA. As referred to in point 15 above, further consultation has been carried out on the extension of door-to-door transport services across Northern Ireland. These consultations formed the basis for the Department's proposals on how the Programme should be expanded.

17.	Issue/Suggestion: No information is given in the EQIA on how local disabled people will be involved in developing the specifications for the door-to-door services, which poses the risk that the services will not meet people’s needs.
	Raised by: (v)
	The consultation exercise on the proposed extension of door-to-door transport services across Northern Ireland, and the Department’s close involvement with the Transport Advisory Committee (whose role it is to advise the Government on disabled issues and the transport system), will ensure that people with disabilities will be involved in this process.

The Department considers that all of the comments listed below do not have any impact on the Department’s equality responsibilities under Section 75. These have been included in this document for the purpose of recording the full debate.

Comments on the Statement of Intent

18.	Issue/Suggestion: To delete the words “for people with disabilities” from the Statement of Intent because everyone, young or old, with or without a disability, with or without personalised transport, has a right of access.
	Raised by: (ii)
	The statement seeks to place the Programme on a better-defined strategic context with the primary aim of addressing the needs of disabled people. The Department feels that those with a disability find it more difficult to access transport than those who do not have a disability. Resources will, as a result, be focussed on meeting their needs.

19.	Issue/Suggestion: The aims of the TPPD suggest a policy of segregating transport for disabled people, which is not appropriate for modern society's aspirations for social inclusion and universal accessibility.
	Raised by: (v)
	While the Department aspires to a fully inclusive transportation system for all it remains of the view that there will exist, for the foreseeable future, a significant number of people with disabilities who cannot avail of conventional public transport and who require some type of specialised services.

20.	Issue/Suggestion: The statement of intent is welcomed, and would benefit from the inclusion of a specific reference to the ATS.
	Raised by: (ix)
	<p>The Regional Transportation Strategy, which was approved by the Northern Ireland Assembly on 3rd July 2002 (paragraph 7.4.13), stated the following:</p> <p><i>“The Department is currently reviewing its ‘Transport Programme for People with Disabilities’, which seeks to make transport more accessible for people with disabilities who cannot use conventional public transport. Building on this review, the Department will prepare an Accessible Transport Strategy for Northern Ireland. This should facilitate the co-ordination of planning and provision of transport services for people with disabilities and older people.”</i></p>

Comments on Door-to-Door Transport

21.	Issue/Suggestion: The decision by the Department to consult further on door-to-door services is very much welcomed.
	Raised by: (iv)
	The Department notes this comment.

22.	Issue/Suggestion: There are concerns about the proposed tendering of services – while supportive of the concept of tendering in principle, the standards of service required for such tenders will be key to the impact that they have on all equality groups.
	Raised by: (ix)
	<p>The Department has no reason for believing that altering this policy would further promote equality of opportunity.</p> <p>The Department is required to take account of Government Accounting Rules (GANI) and feels that open/competitive tendering provides the best method for achieving value for money.</p>

23.	Issue/Suggestion: There are concerns that some operators who have experience in delivering these services or community transport may not be able to apply for contracts due to EU state aid rules.
	Raised by: (ix)
	<p>The Department has no grounds for believing that altering this policy would further promote equality of opportunity.</p> <p>Under EC law, any aid granted by a Member State or through state resources (which, in this case would mean the Department), in any form whatsoever which distorts or threatens to distort competition by favouring certain undertakings of the production of certain goods shall, insofar as it affects trade between Member States, be incompatible with the common market.</p> <p>We accept that concerns have been raised and are pursuing how best to deliver the services within EU guidelines.</p>
24.	Issue/Suggestion: Any licensing and tendering arrangements should be considered as part of the ongoing review of transport regulation.
	Raised by: (ix)
	<p>As part of the New Start reform process, the Department has been considering ways of improving opportunities for involving private sector finance and expertise in the operation of public transport services. Any subsequent changes to current transport regulation will be aimed at improving licensed public transport services and will complement TPPD schemes such as the proposed door-to-door transport services.</p>
25.	Issue/Suggestion: That with regard to the proposed consultation on door-to-door transport, the Department works with the TAC to target information to disabled people.
	Raised by: (iv)
	The Department notes this comment and will implement it.

26.	Issue/Suggestion: DRD's intention to increase the availability of door-to-door and group transport to all urban areas is welcomed.
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Raised by: (v)	
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The Department notes this comment.	
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27.	Issue/Suggestion: There is concern that the supply of fully accessible vehicles in Northern Ireland is limited and, therefore, that the potential benefits of open tendering will not be realised.
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Raised by: (v)	
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The Department notes this concern but it points out that open tendering does not influence the supply of accessible vehicles. That notwithstanding, it is deemed necessary (given the market and our desire to operate or ensure best practice) that the Programme's door-to-door services operate accessible vehicles.	
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28.	Issue/Suggestion: There is concern that the provision of door-to-door services will be "exclusively for people with disabilities", potentially preventing disabled people from travelling with their non-disabled companions.
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Raised by: (v), (vi)	
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In summary, the Department proposes that essential companions or assistants should be able to travel with the member. In addition, non-essential companions may also be able to travel with the member, under certain conditions, for example in the case of dependency.	
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29.	Issue/Suggestion: It appears that the Concessionary Fares Scheme will not apply to these services and, therefore, they may be more expensive than mainstream transport.
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Raised by: (v)	
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The NI Concessionary Fares Scheme (CFS) only applies to Stage Carriage services. As the door-to-door proposal would not operate under such a licence, the CFS would not apply. The Department will ensure that services are provided at as reasonable a cost as is possible.	
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30.	Issue/Suggestion: The door-to-door service neither improves the accessibility of public transport nor promotes social inclusion.
	Raised by: (vi)
	The Department rejects this claim. Door-to-door transport will provide a means to allow people who may be socially excluded to participate in the community and will provide the means to enable people with disabilities to reach accessible public transport services.

31.	Issue/Suggestion: A lack of clarity with regard to the proposed door-to-door service is a major concern.
	Raised by: (iv)
	The Department has made clear its intention to extend door-to-door transport services across Northern Ireland within the Draft EQIA document. It has yet to decide on the strategy to best achieve this, and has therefore issued a Consultation Document on the matter. That strategy will be made available in due course.

32.	<p>Issue/Suggestion: There is concern over the Department's opinion that the door-to-door service offers an efficient use of public funds. It is suggested that Easibus, being more cost-effective than existing door-to-door transport services, should be an integral element in any future plans for an accessible transport system, and that it should be expanded across Northern Ireland.</p>
	<p>Raised by: (iv)</p>
	<p>It is the Department's belief that extending Easibus services across Northern Ireland would undermine the economic feasibility of Ulsterbus town services.</p> <p>It should also be noted that the future of Easibus was consulted upon as part of the independent review of the Programme undertaken by the TAS Partnership Ltd. One recommendation from that review was that the TPPD should be re-focussed on urban operations to meet individuals' door-to-door travel needs and that funding for Easibus services should be phased out.</p> <p>Whilst the Department has decided not to phase out Easibus, it neither has any plans to expand the services.</p> <p>It should also be noted that almost 67% of Citybus' fleet and over 53% of Ulsterbus' minibus fleet are now low-floor vehicles.</p>
33.	<p>Issue/Suggestion: The Department's view that the provision of door-to-door services to complement conventional public transport offers an efficient use of public funds is accepted.</p>
	<p>Raised by: (vii)</p>
	<p>The Department notes this comment.</p>

34.	Issue/Suggestion: The Department's intention to subject door-to-door services to open tender is commended, but only if it can be guaranteed that such services will also be required to meet standards of service and are regulated. Disabled people must also be involved in the regulating.
	Raised by: (vi)
	The comment has been noted, and careful criteria will be established for ensuring a best practice model for providing the Programme's services.

35.	Issue/Suggestion: A regulated taxi-card scheme should be developed to enable disabled people to access a door-to-door scheme at the same cost as their non-disabled peers.
	Raised by: (vi)
	The Department notes this comment, and is considering the introduction of a pilot taxicard scheme.

36.	<p>Issue/Suggestion: It is thought that the Department's decision to subject door-to-door services to open tender arrangements will not bring the Department the desired results, such as innovative and quality services. It is thought that the free market in Northern Ireland is not developed enough to deliver these services.</p>
	<p>Raised by: (vii)</p>
	<p>The Department is required to take account of GANI rules and feels that open/competitive tendering provides the best method for achieving value for money. The Regional Transportation Strategy requires the Department to make best use of all available transport assets. The Department believes that a public tendering process is the best means of achieving this on a value for money basis.</p> <p>The Department's proposal to tender for services is in keeping with these objectives, and as such, is obliged to test the market in the first instance.</p> <p>The Community Transport Association has informed the Department that the Community Transport sector is not developed enough in the urban setting and, indications are, that they are not prepared to fulfil contractual conditions or not even in a position to tender for the operations.</p> <p>The Department is anxious to progress with the extension in an attempt to improve the situation for people with disabilities.</p> <p>Selection criteria will be determined which operators will be assessed against and service levels will be developed in liaison with the NI Transport Advisory Committee.</p>
37.	<p>Issue/Suggestion: It is recommended that an alternative approach to extending door-to-door services is adopted, which involves all interested parties in a contractual quality partnership.</p>
	<p>Raised by: (vii)</p>
	<p>The Department must test the market by way of an open tender, in line with value for money considerations and GANI rules.</p>

38.	Issue/Suggestion: It is felt that if local CT operators are unable to provide door-to-door services then the innovative and quality of transport and care would be limited.
	Raised by: (viii)
	The Department will ensure that operators, through contractual obligations, will provide a high standard of service and that drivers will be trained to an acceptable level to assist the needs of those who are mobility impaired.

Comments on Group Transport

39.	Issue/Suggestion: The continued funding of Group travel is welcomed and is in agreement with the view that long-term group funding should be considered in the ongoing ATS.
	Raised by: (ix)
	The Department notes this comment.

Comments on Shopmobility

40.	Issue/Suggestion: The proposed approach by the Department to developing Shopmobility services is praised.
	Raised by: (iv)
	The Department notes this comment.

41.	Issue/Suggestion: It is expected that the review of the framework for providing assistance to Shopmobility schemes will be subject to an EQIA.
	Raised by: (v)
	The Department's policy of funding only those schemes which do not restrict their users to a particular shopping centre has not changed. The Department intends to continue supporting revenue costs and commit to longer-term funding. The Department considers a further EQIA unnecessary.

42.	Issue/Suggestion: A co-ordinated effort should be made to develop partnerships to lead to long-term sustainable funding for Shopmobility schemes.
	Raised by: (ix)
	The Department notes and agrees with this comment. However, the impetus for this must originate from existing schemes.

43.	Issue/Suggestion: There are concerns that withdrawing funding from some schemes before this can be achieved (point 42 refers) could lead to the closure of some schemes.
	Raised by: (ix)
	<p>The Department proposes that schemes which meet the criterion for funding through the TPPD should submit a 3-year Business Plan, (featuring a detailed work programme and budget for the first financial year and an outline work programme and budget for the following 2 years).</p> <p>The Department intends to agree grant funding for three years, subject to a satisfactory annual review of progress against mutually agreed objectives and the availability of resources. The Department believes that this long-term strategic funding commitment will be welcomed by the Shopmobility sector.</p>

44.	Issue/Suggestion: The policy of not providing funding to schemes that confine consumers to particular shopping centres is opposed. Such facilities tend to provide better parking and access facilities for people with disabilities.
	Raised by: (ix)
	When developers build shopping centres they provide a range of services to facilitate customers, including those for people with disabilities. Dedicated parking spaces for people with disabilities close to entrances, shopping trolleys suitable for use by people in wheelchairs, seating and even wheelchair/scooter loan are all facilities in line with a service provider's obligations under Part 3 of the Disability Discrimination Act (i.e., to make reasonable adjustments to enable access to services by disabled people), and as such there is no reason for the Department to financially assist schemes that simply facilitate the movement of people within a privately owned commercial development.

45.	Issue/Suggestion: Planning legislation could be changed to ensure that all new developments make a contribution towards the provision of a Shopmobility scheme.
	Raised by: (ix)
	The Department notes this comment and has passed on this suggestion to the Department's Regional Planning and Transportation Division, (who are responsible for the Planning Policy Statement on Retailing and Town Centres (PPS5)).

46.	Issue/Suggestion: Beneficiaries should make a contribution to Shopmobility schemes, which would reduce the cost to the public purse while helping ensure a service is provided to consumers with reduced mobility.
	Raised by: (ix)
	The Department sees merit in this suggestion, and intends to take the matter further with the National Federation of Shopmobility.

Comments on the Transport Advisory Committee

47.	Issue/Suggestion: The EQIA does not explain the thinking behind the proposal to continue to foster TAC's relations with the GCC, and leaves the impression that the Department intends to end the link between TAC and DA.
	Raised by: (iii)
	<p>The Department is keen to establish a more independent TAC secretariat (Draft EQIA (paragraph 7.7.1) refers). It believes this should be facilitated by creating a new secretariat and re-housing it in new offices. The TAC is committed, however, to liaising with DA's Access Committee.</p> <p>The TAC is represented on the GCC's transport committee. The TAC has revised its Terms of Conditions to formally invite the GCC to have observer status on the TAC.</p>
48.	Issue/Suggestion: DRD's intention to establish a more independent TAC with a new secretariat and encourage closer collaboration with the GCC is welcomed.
	Raised by: (v), (vi)
	The Department notes this comment.
49.	Issue/Suggestion: It is disappointing that the DRD does not propose to put the TAC on a statutory basis.
	Raised by: (v), (vi)
	The Department notes this comment. However, it feels there are no substantive grounds for thinking it would function more effectively as a statutory body.

50.	Issue/Suggestion: Assurances are sought that, through the proposed tendering process for the secretariat support services, the TAC will continue to have access to policy support. TAC members should be consulted and involved in the process for specifying and establishing its secretariat support.
	Raised by: (v)
	The Department agrees with this comment, and has been working closely with the members of the TAC in relation to the future of the secretariat.

51.	Issue/Suggestion: It is not clear what significance there is to the proposal that TAC will continue to foster its relations with the GCCNI. This issue should be considered further in the discussion of consumer representation in the ongoing review of public transport regulation 'New Start for Public Transport in Northern Ireland'.
	Raised by: (ix)
	The Department notes this comment.

Comments on the TPPD in Relation to the Accessible Transport-Strategy (ATS)

52.	Issue/Suggestion: That the Department should abandon this draft, initiate discussions with DRD's Accessible Transport Strategy Team, co-ordinate the work between divisions, consult with the people affected and their representatives and develop an amended policy.
	Raised by: (iii), (iv), (v)
	The Department disagrees with this statement. The Department is acting in accordance with the Regional Transportation Strategy, which was approved by the Assembly on 3 rd July 2002. This makes it clear that the outcome of the Programme's review will contribute to the overall way forward for the ATS. Of course, the work of Ports and Public Transport Division is closely co-ordinated with the work of the ATS team.

53.	Issue/Suggestion: That publishing of the EQIA during the development of the Accessible Transport Strategy is unhelpful and confusing.
	Raised by: (iv), (v)
	The Department would refer to point 52 above - the RTS clearly states the sequence of events (with the EQIA forming part of the review).

54.	Issue/Suggestion: The additional resources available to the Programme this financial year should be used to research and/or pilot issues that need to be covered by the ATS, or vired into other areas to benefit disabled people.
	Raised by: (v)
	Ports and Public Transport Division will continue to ensure that monies under the TPPD are used in a fashion that will comply with Section 75A of the Transport Act (Northern Ireland) 1967, as amended in 1990.

55.	Issue/Suggestion: That the final decisions on the nature and scope of door-to-door services and group transport are postponed pending the development of the ATS.
	Raised by: (v), (viii)
	<p>The Department believes that to delay decisions on door-to-door services will not only go against the Department's commitment under the RTS, but it will also disadvantage those people with disabilities living in urban areas.</p> <p>The Department does, however, note the comment in relation to group transport, and indeed stated in the Draft EQIA that long-term funding arrangements for group travel may change in light of the ATS.</p>

56.	Issue/Suggestion: Additional resources should be used to pilot different approaches to door-to-door services, including subsidised taxis. The results of these pilots could then be used to inform the final ATS.
	Raised by: (v)
	The Department is giving consideration to this suggestion (see point 35 above).

57.	Issue/Suggestion: It is recommended that, in the Programme's aim, a stronger commitment to integrating the Programme within wider strategic transport developments, such as the ATS, as a means of reducing social exclusion, as outlined in the RTS.
	Raised by: (vii)
	The Department notes this comment and will investigate how this should take place.

58.	Issue/Suggestion: This document should rely heavily on the response from the consultation for the ATS.
	Raised by: (viii)
	The Department is undertaking a separate consultation exercise for the ATS, which considers a wider range of issues than the Programme, such as physical barriers, attitudinal or psychological barriers, affordability and information. Therefore, as mentioned in point 52 above, the outcome of the Programme's review will feed into the ATS.

59.	Issue/Suggestion: The Department should give a commitment to further consider the issue of research during the development of the ATS. This should take account of the information provision for and promotion of accessible services.
	Raised by: (ix)
	<p>As stated in the Draft EQIA, the Department proposes to continue to support information provision through the Programme. The ATS should inform the Department on any future transport needs and therefore it will be unlikely that any monies will be allocated to research from the Programme in the near future.</p> <p>The Getting Out & About website will, however, continue to be used as an information source about accessible services across Northern Ireland. The Department also intends to widely promote the extended door-to-door services.</p>

General Comments on the Programme

60.	Issue/Suggestion: That the aims of the Programme do not exclude able-bodied persons also in need of accessible transport.
	Raised by: (ii), (viii)
	<p>As stated in point 18 above, the aims of the Programme seek to place it on a better-defined strategic context with the primary aim of addressing the needs of people with disabilities. The Department feels that those with a disability find it more difficult to access transport than those who do not have a disability. Resources will, as a result, be focussed on meeting their needs.</p>

61.	Issue/Suggestion: That the aims of the Programme be amended to better reflect the wider role Door-to-Door can play in complementing the overall improvements to the accessibility of an integrated and inclusive transport system.
	Raised by: (iv)
	<p>The legislation from which the Department derives its power states that grants should be made available to persons providing, maintaining or improving any motor vehicle, equipment or other facilities and services provided wholly or mainly for the purpose of facilitating travel by members of the public who are disabled.</p> <p>The Department therefore contends that the aims of the Programme, as they currently stand, reflect the scope of the legislation.</p>
62.	Issue/Suggestion: That the legislation on which the Programme is based is restrictive; that this legislation is now outdated given wider improvements to the transport system.
	Raised by: (iv)
	The Department rejects this and believes that the legislation, which is open to wide interpretation, allows the Department to fund services for people with disabilities.

63.	Issue/Suggestion: That there has been a lack of engagement with disabled people during the review and a lack of transparency in the decision making process. / This Programme has not been fully researched and the needs of people concerned have not been taken into account.
	Raised by: (iv), (vii), (viii)
	<p>The Department would dispute these comments as information about the review, and invitations to contribute, were sent by the Department to the following groups, totalling 32 organisations: District Councils, Rural Community Transport Partnerships, principal community transport operators, disability groups, Equality Commission for Northern Ireland, General Consumer Council and the Transport Advisory Committee. Consultation was also undertaken by interview with organisations which are recipients of the Programme's funding.</p> <p>Organisations represented at a consultative meeting held in Belfast on 21st February 2002 were as follows: Arthritis Care NI, Blind Centre for NI, Bridge Accessible Transport, Community Transport Association, Disability Action Transport, Equality Commission for NI, Guide Dogs for the Blind Association, Royal National Institute for the Deaf, Multiple Sclerosis Society, Shopmobility Belfast and the Transport Advisory Committee. Several other disability organisations were invited to attend, but did not send a representative.</p>
64.	Issue/Suggestion: There is concern over the additional resources which are already available to the Programme. The Department is urged to work in partnership with relevant bodies to ensure that none of the available resources are lost.
	Raised by: (iv)
	The Department's Ports and Public Transport Division will continue to ensure that monies under the TPPD are used in a fashion that will comply with the Section 75A of the Transport Act (Northern Ireland) 1967, as amended in 1990.

65.	Issue/Suggestion: The fact that the Government has significantly increased the resources available to the Programme is welcomed.
	Raised by: (v), (vii), (viii), (ix)
	The Department notes this comment.

66.	Issue/Suggestion: It is unclear whether the aims of the Programme set out in section 4.1 are replaced by the 'statement of intent' outlined in section 7.1.
	Raised by: (v)
	<p>The Statement of Intent is as follows:</p> <p>“The Department for Regional Development is committed to the development of accessible public and community transport opportunities for people with disabilities in Northern Ireland. It will strive to integrate this policy within the wider strategic transport policy development and complement the work of other agencies involved in programmes designed to promote social inclusion.”</p> <p>This was contained in the Proposed Policy section (7) of the Draft EQIA and should not be confused with the Aims of the Programme, which were contained in section 4. The Statement of Intent is intended to build upon the aims of the original policy; it does not replace it.</p>

67.	Issue/Suggestion: The aims should be revised to reflect the aspiration mentioned in the 'statement of intent'.
	Raised by: (v)
	The aims and statement of intent all influence the Programme's implementation.

68.	Issue/Suggestion: There needs to be full integration of all policies making transport more accessible to consumers.
	Raised by: (ix)
	As stated in the Statement of Intent, the Department will strive to integrate this policy within wider strategic transport policy development and complement the work of other agencies involved in programmes designed to promote social inclusion.
69.	Issue/Suggestion: Where services could benefit other consumer groups they should do so.
	Raised by: (ix)
	As stated in point 61 above, the legislation from which the Department derives its power for the Programme is wholly or mainly for the purpose of facilitating travel by members of the public who are disabled. To provide services for other consumer groups through the Programme would not only contravene existing legislation, but would also be to the detriment of people with disabilities, considering the finite resources available.

11.0 CONCLUSION

- 11.1 The policies contained in the Transport Programme for People with Disabilities, both in its current and extended forms, have a positive differential impact upon people with disabilities and upon age. There may also be positive impact for those with dependants. While the extension of the Programme to all urban areas may benefit more Protestants than Roman Catholics and likewise more unionists than nationalists, the Department believes that any potential for differential impact is offset by similar services provided under the Rural Transport Fund.
- 11.2 The Equality Impact Assessment has been published and copies will be issued to all consultees to inform them about the process undertaken, its outcomes and the decisions taken by the Department. Copies in alternative formats may be requested from Ports and Public Transport Division. The general public has been informed about the availability of the Equality Impact Assessment through a press advertisement. The results are also published on the web: simply log on to www.drdni.gov.uk and click on the Publications link.

12.0 MONITORING FOR ADVERSE IMPACT IN THE FUTURE

- 12.1 In line with schedule 9 of the Act, the Department will continue to monitor the Programme's impacts.
- 12.2 Details of this monitoring will be published annually, as is set out in paragraph 5.1 of the Department's Equality Scheme.

APPENDIX 1

Section 75A of the Transport Act (Northern Ireland) 1967:

“The Department may make, in such cases and subject to such terms and conditions as it thinks fit, grants to any person towards expenditure incurred or to be incurred by that person in providing, maintaining or improving —

- (a) any motor vehicle, equipment or other facilities and services provided wholly or mainly for the purpose of facilitating travel by members of the public who are disabled; or
- (b) any equipment or facilities specially designed or adapted for that purpose which are incorporated in any motor vehicle, equipment or other facilities not provided wholly or mainly for that purpose.”

ANNEX A

LIST OF CONSULTEES

Age Concern Northern Ireland
All MLAs (108)
All NI Members of Parliament
All NI Members of the European Parliament
All Rural Community Transport Partnerships
Alliance Party of NI
Altnagelvin Hospitals HSS Trust
Amalgamated Engineering & Electrical Union (AEEU)
Antrim Borough Council
Antrim Borough Partnership
Ards Borough Council
Armagh and Dungannon HSS Trust
Armagh City & District Council
Armagh City and District Partnership
Assembly Library
Association of Chief Officers of Voluntary Organisation (ACOVO)
Bahai's Office for NI
Ballymena Borough Council
Ballymoney Borough Council
Ballymoney District Partnership
Banbridge District Council
Banbridge District Partnership
Barnardos NI
Barnardos, Tuar Ceatha Project
Belfast Butterfly Centre
Belfast City Airport
Belfast City Council
Belfast City Hospital HSS Trust
Belfast Education and Library Board
Belfast European Partnership Board
Belfast Harbour
Belfast Hebrew Congregation
Bridge Accessible Transport
British Association for Shooting & Conservation
British Deaf Association (NI)

Bryson House
BritishTelecom
Carafriend
CARE for Northern Ireland
Carers Northern Ireland
Carlingford Lough Commission
Carrickfergus Borough Council
Carrickfergus Together
Castlereagh Borough Council
Castlereagh Partnership for Peace & Reconciliation
Causeway HSS Trust
Child Poverty Action Group
Childcare NI
Children's Law Centre
Chinese Welfare Association
Chrysalis Womens Centre
Church of Ireland House
Citizen's Advice Bureau
City of Derry Airport
City Partnership Board
Cllr Paul Butler
Coalition on Sexual Orientation (CoSo)
Coiste-na n-iarchimi
Coleraine Borough Council
Coleraine Borough Partnership
Coleraine Harbour
Committee on the Administration of Justice
Community Development and Health Network (NI)
Community Relations Council
Community Technical Aid
Community Transport Association
Confederation of British Industry (CBI)
Confederation of Community Groups (Newry)
Conservation Volunteers NI
Cookstown District Council
Cookstown District Partnership
Co-Ownership Housing Association
Craigavon Borough Council
Craigavon District Partnership

Cruse Bereavement Care (NI)
Democratic Left
Democratic Unionist Party
Department for Employment & Learning
Department for Social Development
Department of Agriculture & Rural Development
Department of Culture, Arts & Leisure
Department of Education
Department of Enterprise, Trade & Investment
Department of the Environment
Department of Finance & Personnel
Department of Health, Social Services and Public Safety
Derry City Council
Derry Well Woman
Disability Action
Disabled Drivers Association NI
District Partnership for Derry City Council Area
Down District Council
Down District Partnership
Down Lisburn HSS Trust
Down's Syndrome Association
Dungannon & South Tyrone Borough Council
Earthwatch
East Belfast Community Development Agency
Eastern Health and Social Services Board
Employers Forum on Disability
Equality Commission for NI
Equality Forum NI
Falls Community Council
Falls Women Centre
Fermanagh District Council
Fermanagh Women's Network
First Division Civil Servants Association
Foundry Regeneration Trust
Foyle Friend
Foyle HSS Trust
Foyle Women's Information Network
Foyle Women's Network
FPA NI (formerly Family Planning Association)

Friends of the Earth
Gay & Lesbian Youth Northern Ireland
General Consumer Council for N.I.
Gingerbread NI
Green Buildings Network
Green Park HSS Trust
Groundwork NI
Help The Aged, Northern Ireland
Homefirst Community HSS Trust
Indian Community Centre
Inland Waterways Northern Ireland
Institute of Directors
International Airport
International Tree Foundation
Irish & Local Studies Dept.
Irish Transport Trust
Labour Party
Larne Borough Council
Larne District Partnership
Larne Harbour
Lesbian Line C/O Carafriend
Limavady Borough Council
Limavady District Partnership
Lisburn City Council
Lisburn Peace & Reconciliation Partnership
Local Government Staff Commission for NI (LGSC)
Londonderry Harbour Office
Magherafelt Area Partnership Ltd
Magherafelt District Council
Magherafelt Women's Group
Mater Infirmorum Hospital HSS Trust
MENCAP
Methodist Church in Ireland
Mid-Ulster Women's Network
Moyle District Council
Moyle District Partnership
Multi- Cultural Resource Centre
National Energy Action
National Federation of Shopmobility

Newry & Mourne District Council
Newry & Mourne HSS Trust
Newry & Mourne Peace & Reconciliation Partnership
Newry & Mourne Senior Citizen's Consortium
Newry & Mourne Women
Newtownabbey Borough Council
Newtownabbey Local Strategic Partnership
Newtownabbey Senior Citizens' Forum
NI 2000
NI Anti-Poverty Network
NI Bird Watchers' Association
NI Chamber of Commerce and Industry
NI Committee of the Irish Congress of Trade Unions
NI Council for Voluntary Action (NICVA)
NI Cycling Initiative
NI Environment Link
NI Human Rights Commission
NI Islamic Centre
NI Private Coach Operators Association
NI Unionist Party
NI Women's Aid Federation
NI Women's Coalition
NI Women's European Platform (NIWEP)
NIACRO
NIE
NIPSA
NITHC
NIVT
North and West Belfast HSS Trust
North Down and Ards Community HSS Trust
North Down Borough Council
North Down District Partnership
North Eastern Education and Library Board
North West Community Network
North West Forum of People with Disabilities (Derry)
North West Forum of People with Disabilities (Enniskillen)
Northern Health and Social Services Board
Northern Ireland African Cultural Centre
Northern Ireland Ambulance Service HSS Trust

Northern Ireland Association for Mental Health
Northern Ireland Chamber of Trade
Northern Ireland Council for Ethnic Equality
Northern Ireland Council for Ethnic Minorities
Northern Ireland Economic Council
Northern Ireland Gay Rights Association
Northern Ireland Human Rights Commission
Northern Ireland Office
Northern Ireland Statistics and Research Agency (NISRA)
Northern Ireland Water Council
NSPCC
NTL Cable Tel
NUS-USI Northern Ireland Student Centre
Office of the Archbishop of Armagh
Office of the First Minister and Deputy First Minister
Omagh District Council
Omagh District Partnership
Omagh Women's Area Network
Parent's Advice Centre
Parents and Professionals and Autism
Phoenix Gas
POBAL
Presbyterian Church in Ireland
Press for Change
Progressive Unionist Party
Protestant, Unionist, Loyalist (PUL) Network
Putting Children First
Queer Space
Relate
Road Safety Council for Northern Ireland
Royal Group of Hospitals & Dental HSS Trust
Royal National Institute for the Blind (NI)
Royal National Institute for the Deaf (NI)
RSPB
Rural Community Network
Rural Development Council
Save the Children
SDLP
Sense NI

Sikh Cultural Centre
Sinn Fein
South and East Belfast HSS Trust
South Eastern Education and Library Board
Southern Education and Library Board
Southern Health and Social Services Board
Sperrin Lakeland HSS Trust
Sperrin Lakeland Senior Citizens' Consortium
St Angelo Airport
Staff Commission for Education & Library Boards
Strabane District Council
Strabane District Partnership
Sustainable Northern Ireland Programme
Sustainable Organic Living Environment
SUSTRANS
The Ards Partnership
The Blind Centre
The Cedar Foundation
The Disability Committee of the Northern Ireland Committee, ICTU
The Guide Dogs for the Blind Association
The Most Reverend Bishop Walsh
The Omnibus Partnership
The Peace and Reconciliation Partnership Ballymena
The Pedestrians Association (Living Streets)
The Police Service of Northern Ireland
The Rainbow Project
The Women's Centre
Training for Women Network Ltd
Translink
Transport 2000
Transport Advisory Committee
Travellers Movement NI
UK Unionist Party
Ulster Archaeological Society
Ulster North Down and Ards Hospitals HSS Trust
Ulster Scots Heritage Council
Ulster Society for the Protection of the Countryside - Belfast
Ulster Society for the Protection of the Countryside- Ballymena
Ulster Unionist Party

Ulster Wildlife Trust
ULTACH
Union of Construction Allied Trades and Technology
UNISON
United Hospital HSS Trust
Viridian
Warrenpoint Harbour
West Belfast Economic Forum
Western Education & Library Board
Western Health and Social Services Board
Wildfowl & Wetlands Trust
Women's Aid Federation
Women's Forum
Women's Information Group
Women's Resource and Development Agency
Women's Support Network
Workers Party
World Wide Fund for Nature
World Wildlife Fund
Youth Council for NI







