

EQUALITY COMMISSION FOR NORTHERN IRELAND

Public Authority Annual Progress Report

2006 - 2007

This report template includes a number of self assessment questions regarding implementation of the Section 75 statutory duties from

1 April 2006 to 31 March 2007. Please enter information at the relevant part of each section and ensure that it is submitted electronically (by completing this template) and in writing, with a signed cover letter from the Chief Executive or, in his/her absence, the Deputy Chief Executive to the Commission by **31 August 2007.**

Name of public authority (Enter details below)

Department for Regional Development

Equality Officer (Enter name and contact details below)

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Executive Summary

- **What were the key policy/service developments made by the authority during this reporting period to better promote equality of opportunity and good relations?**

(Enter text below)

- The Departmental Board was reconstituted in 2006/07 to strengthen Corporate Governance arrangements. Changes included the appointment of two Independent Board Members to bring a broader perspective and an external challenge function. During the reporting period quarterly reports were amended to provide a more composite report on all the issues handled by the Department's Equality Unit including the EQIA/Screening programme, Cross-Departmental Strategies, Anti-Poverty and Human Rights. This process allowed for greater Senior Management awareness and involvement in the Department's Section 75 related functions.
- The Department hosted its Equality Forum in May and November 2006 with representatives of Section 75 groups. This consultative forum provided a useful opportunity to engage with policy makers, discuss the major policy issues and EQIAs/ Screening Exercises planned by the Department. The meeting of the Forum in November 2006 focused on the Department's Race Equality Action Plan and steps the Department could take with regards to Race Relations. Presentations were provided by NICEM and ANIMATE.

- As part of the Transport Programme for People with Disabilities, the Department began the roll-out of a Door-2-Door Transport service on 29 September 2006. This new local urban transport service is aimed at people with disabilities, or those who find it difficult in using mainstream public transport. The Scheme will improve access to services and participation in public life. By 31 March 2007 the Scheme was operational in ten urban areas. This Door-2-Door Scheme also operates an accessible application and booking system.
- Following work with Focus Consultancy, a course was developed to provide Equality Screening training to all relevant staff. The course was designed to aid policymakers in making screening decisions in accordance with the Revised Guidance on Implementing Section 75 as well as taking into consideration departmental best practice.
- The Department continued to adopt a more tailored approach to pre-consultation in order to focus on those Section 75 groups most likely to be affected by a particular policy. This was evidenced through the pre-consultation that took place regarding the Concessionary Fares Scheme and Accessible Transport Strategy.
- **What are the main initiatives planned in the coming year to ensure the authority improves outcomes in terms of equality of opportunity and good relations for individuals from the nine categories covered by Section 75?**

(Enter text below)

- During 2007/08, the Department will submit a Disability Action Plan to the Equality Commission outlining how it intends to meet its obligations under Sections 49A and 49B of the Disability Discrimination Act 1995. The Action Plan will outline how the Department proposes to promote positive attitudes towards disabled people and encourage participation by disabled people in public life. Appropriate internal arrangements will be put in place to ensure that the disability duties are adhered to and the action plan is effectively implemented. An annual progress report on the implementation of the Action Plan will issue to the Equality Commission along with the Section 75 annual progress report.
- The Department will continue to invite members of the Voluntary and Community Sector to its biannual Section 75 Consultative Forum. It is planned to theme each event around particular Section 75 categories to determine what more the Department can do to effectively fulfil its Section 75 obligations.
- During 2007/08, the Department will ensure that all relevant staff are enrolled in programmes to receive the new Northern Ireland Civil Service (NICS) wide Diversity Awareness Training package from its commencement date in the early Summer of 2007. As well as providing staff with an awareness of employment legislation, including the Disability Discrimination Act, this training package will help staff create and maintain a more positive working environment, by avoiding unacceptable behaviour, by knowing how they can

effectively and safely challenge such behaviour in others, and by adopting positive behaviours, which promote respect and diversity in the workplace. This will also support the proposed new Dignity at Work policy.

- During 2007/08 the Department will continue to sponsor the Inclusive Mobility Transport Advisory Committee, whose main function is to advise government on matters relating to people with disabilities and transport. The Committee seeks to help achieve the development of an inclusive and integrated transport system in the North accessible to everyone. The Committee aims to ensure that people with disabilities in the North have the same opportunities as everyone else to travel when and where they want.

Section 1: Strategic Implementation of the Section 75 Duties

- **Outline evidence of progress made in developing and meeting equality and good relations objectives, performance indicators and targets in corporate and annual operating plans during 2006-07.**

(Enter text below)

- Objectives and targets relating to the statutory duties were built into the Department's Corporate Plan and the Business Plan 2006-2007. Quarterly progress reports on SDA targets, including equality targets, were submitted to the Minister. Objectives and targets relating to the statutory duties were also included in Agency Corporate and Business Plans and Divisional and Branch Business objectives.
- Under the NICS Performance Management Framework equality objectives and associated performance indicators were built into the personal performance agreements of relevant staff and reviewed throughout the year, in conjunction with personal development plans.
- The Weekly Business Review, which comprises the Permanent Secretary, Deputy Secretaries, the Chief Executive of Roads Service, up until the 31 March 2007 the Chief Executive of Water Service and the Head of Corporate Services Unit met weekly to review and monitor the corporate management of the Department. During this reporting period it steered, monitored and periodically reviewed the implementation of the Section 75 obligations.

- The Departmental Board received quarterly monitoring reports on the Department's progress on fulfilling its Section 75 duties and approved these for onwards submission to the Minister. The Board was reconstituted in 2006/07 to strengthen Corporate Governance arrangements. Changes included the appointment of two Independent Board Members to bring a broader perspective and an external challenge function.
- During 2006-07 the quarterly progress reports submitted to the Minister and Departmental Board were amended to provide a composite report on all the issues handled by the Department's Equality Unit including the EQIA/Screening programme, Cross-Departmental Strategies, Anti-Poverty and Human Rights.
- The Department held biannual meetings with representatives of Section 75 groups. This consultative forum provided a useful opportunity to engage with policy makers, discuss the major policy issues and EQIAs/ Screening Exercises planned by the Department. The meeting of the Forum in November 2006 focused on the Department's Race Equality Action Plan and steps the Department could take with regards to Race Relations. Presentations were provided by NICEM and ANIMATE.

Section 2: Screening

- Provide an update of new/proposed/revised policies screened during the year.

| Title of policy subject to screening | Was the <u>F</u> ull Screening Report or the <u>R</u> esult of initial screening issued for consultation? <i>Please enter <u>F</u> or <u>R</u></i> | Was initial screening decision changed following consultation? <u>Y</u> es/ <u>N</u> o | Is policy being subject to EQIA? <u>Y</u> es/ <u>N</u> o? If yes indicate year for assessment. |
|--|---|---|---|
| Regional Development Strategy: Focused Assessment | F | No | No |
| Water and Sewerage Services (Miscellaneous Provisions) (NI) Order 2006 | F | No | No |
| Traffic Signs (Amendment) Regulations (NI) Order 2006 | F | No | No |
| Charges for connection to the mains Water and Sewerage network | F | No | No |
| Proposed Street works (Amendment) (NI) Order 2006 | F | No | No |
| Existing Households not connected to mains water or sewerage | F | No | No |
| Safer Routes to School (Enhanced Programme) | F | No | No |
| RSTN Street Lighting | F | No | No |

| | | | |
|--|----------|-----------|-----------|
| General Principles | | | |
| Expanded SRI Programme | F | No | No |
| Network Ownership, Management and Stewardship | F | No | No |
| Road Humps (Amendment) Regulations (NI) 2007 | F | No | No |
| The Roads (NI) Order 1993 (RSPPG S021) | F | No | No |
| Traffic Management Procedures | F | No | No |
| The Traffic Signs (Amendment) Regulations (NI) 2007 | F | No | No |
| The Traffic Signs (Amendment No.2) Regulations (NI) 2007 | F | No | No |
| Assessment of Geotechnical Assets | F | No | No |
| Review of Controlled Crossings Assessment Procedures | F | No | No |

Section 3: Equality Impact Assessment (EQIA)

- Provide an update of policies subject to EQIA during 2006/07, stage 7 EQIA monitoring activities and an indicative EQIA timetable for 2007-08.

EQIA Timetable – April 2006 - March 2007

| Title of Policy EQIA | EQIA Stage at end March 07 (Steps 1- 6) | Outline adjustments to policy intended to benefit individuals, and the relevant equality & good relations categories due to be affected. |
|---|---|---|
| Water Service Transformation Programme | Stage 6 | Measures were identified to mitigate impacts identified in relation to the PPP and Mobile Work Programme projects. There was a commitment to monitor the outcome of implementation of billing project |
| Regional Development Strategy: Housing Growth Indicators | Stage 6 | No adjustments made to draft policy |
| All Ireland Free Travel Scheme | Stage 6 | No adjustments made to draft policy |
| Planning Policy Statement on Retailing and Town Centres (PPS 5) | Stage 5 | No adjustments made to draft policy to date. |
| Planning Policy Statement on Sustainable Development in the Countryside (PPS 14) | <u>Stage 5</u> | No adjustments made to draft policy to date. |
| Planning Policy Statement on Sustainable Development in the Coastal Zone (PPS 20) | <u>Stage 1</u> | <u>N/A</u> |

| | | |
|------------------------------|----------------|--|
| Sub -Regional Transport Plan | <u>Stage 6</u> | <u>No adjustments made to draft policy</u> |
|------------------------------|----------------|--|

Ongoing EQIA Monitoring Activities April 2006- March 2007

| Title of EQIA subject to Stage 7 monitoring | Indicate if differential impacts previously identified have reduced or increased | Indicate if adverse impacts previously identified have reduced or increased |
|---|--|---|
| Proposed Discontinuance of Service on Antrim/Knockmore Railway Line | No | N/A |
| Regional Transportation Strategy | N/A | N/A |
| Review of Blue Badge Scheme | No differential impact has been identified in respect of those parts of the review implemented to date | No adverse impact has been identified in respect of those parts of the review implemented to date |
| Review of Concessionary Fares | No | N/A |
| Provision of Pedestrian Facilities | Only positive impact identified is that conditions will improve as provision increases | No adverse impacts identified |
| Operation and Management of Off-Street Car Parks | No differential impacts have been identified | No adverse impacts have been identified |
| Transport Programme for People with Disabilities | No | N/A |
| Belfast Metropolitan Transport Plan | N/A | N/A |
| Planning Policy | Monitoring systems are | Not known at this stage |

| | | |
|--|--|--------------------------------------|
| Statement on Transportation and Land Use (PPS 13) | being put in place to measure impact | |
| Rural Transport Fund | No | N/A |
| Regional Strategic Transport Network Transport Plan | N/A | N/A |
| Accessible Transport Strategy | N/A | N/A |
| Planning Policy Statement on Housing in Settlements (PPS 12) | Monitoring systems are being put in place to measure impact | Not known at this stage |
| Water Reform | Charges due to commence April 2007, deferred until completion of Independent Review. | No monitoring appropriate for 06/07. |

2007-08 EQIA Time-table

| Title of EQIAs due to be commenced during April 2007 – March 2008 | Existing or New policy? | Please indicate expected timescale of Decision Making stage i.e. Stage 6 |
|---|--------------------------------|---|
| Planning Policy Statement on Sustainable Development in the Coastal Zone (PPS 20) | New | Not in 2007/08 |
| Mid-term Review of the Regional Transportation Strategy | Existing | December 2008 |
| Revision of Planning Policy Statement on Housing in Settlements (PPS 12) | Existing | Not in 2007/08 |

- **Where the EQIA timetable for 2006/07 (as detailed in the previous annual S75 progress report to the Commission) has not been met, please provide details of the factors responsible for delay and details of the timetable for re-scheduling the EQIA/s in question.**

(Enter text below)

- The Planning Policy Statements on Retailing and Town Centres (PPS 5) and Sustainable Development in the Countryside (PPS 14) have been delayed pending the outcome of Judicial Reviews.
- Planning Policy Statement 20: Sustainable Development in the Coastal Zone has been delayed due to ongoing work on other Planning Policy Statements with a draft likely to be published for consultation by March 2008.

Section 4: Training

- **Outline training provision during the year associated with the Section 75 Duties/Equality Scheme requirements including types of training provision, numbers attending, and conclusions from any training evaluations.**

(Enter text below)

- The Department has a 5-year training and communication plan that is reviewed, and rolled forward each year in liaison with Business Areas' Equality Officers and Training Branch.
- Following work with Focus Consultancy a course was developed to provide Equality Screening training to all relevant staff. The course was designed to aid policymakers in making screening decisions in accordance with the Revised Guidance on Implementing Section 75 as well as taking into consideration departmental best practice. A total of 28 staff received the training in 2006/07.
- In addition, Equality of Opportunity and anti-discrimination issues are included in all induction training courses, training courses for new managers and the Management Development Programme being rolled out across DOE, DRD and DCAL over 5 years.
- During the year, a new Northern Ireland Civil Service (NICS) wide Diversity Awareness Training package was designed to replace the existing equal opportunities course. As well as providing staff with an awareness of employment legislation, including the Disability Discrimination Act, this training package will help staff create and

maintain a more positive working environment, by avoiding unacceptable behaviour, by knowing how they can effectively and safely challenge such behaviour in others, and by adopting positive behaviours, which promote respect and diversity in the workplace. This will also support the proposed new Dignity at Work policy. It is expected that the Department will have a role to play in identifying and developing additional training in this field. DRD will ensure that all relevant staff are enrolled in programmes to receive the new training from its commencement date in the early Summer of 2007.

Section 5: Communication

- **Outline how the authority communicated progress on delivery of the statutory duties during the year and evidence of the impact/success of such activities.**

(Enter text below)

- The Department's Section 75 Forum meets biannually. Meetings in May and November 2006 provided policy makers and Section 75 representatives with an opportunity to discuss policy issues and areas of ongoing concern. The November meeting had a particular focus on Race and the Department's contribution to the cross-departmental Racial Equality Strategy. Presentations were given by NICE and ANIMATE on the role they felt DRD could play in promoting racial equality and good relations.
- The Department's Roads Service provides regular representation at disabled interest committees/groups such as Disability Action's Regional Access Committee and IMTAC's Personal Mobility Working Group.
- All consultation documents issued in 2006/07 included a note of the Department's obligations under Section 75.
- The Department also makes full use of the departmental briefing mechanism and regularly provides staff with information on Equality issues and major EQIAs. In the year 06/07 this included information on the new Statutory Disability Duties, guidance on the fulfilment of the Human Rights Act, the DRD Guide to Making Information

Accessible, Lifetime Opportunities and Equality Commission
Guidance on Monitoring, Good Relations and Procurement.

- Through quarterly Equality Scheme progress reports the Minister and Departmental Board are apprised of the fulfilment of training objectives contained within the Department's Scheme.
- The Department's Equality objectives and associated performance indicators are built into the personal performance agreements of relevant staff.
- Section 75 representatives were notified in June 2006, November 2006 and March 2007 of policies screened out and forthcoming consultations. They were given the opportunity to indicate the policies in which they had a particular interest. This helped pre and draft EQIA consultation.
- Roads Service in-house magazine 'Roundabout' is used to highlight the Agency's commitment to Section 75 issues and to update staff on all equality related issues. Staff are also made aware of equality issues in the staff brief which is issued monthly.
- Issue 15 of Equality Times, an in-house magazine used to promote equality of opportunity in DRD, DOE and DCAL, was released in 06/07. The magazine included an article on the Mobility Exhibition of May 2006 which included a 'Transport Quarter' where members of the Department promoted a number of its Schemes. There was also an article on the appointment of Wendy Johnston as the

Department's Race Equality champion as well as an article by Speechmatters on Aphasia.

- During May 2006, the Department took part in a Mobility Exhibition in the Odyssey Arena, Belfast. The event, organised by Disability Action, provided information and advice on a wide range of topics including transport and accessibility. The Exhibition included a 'Transport Quarter' where members of the Department promoted the Transport Programme for Disabilities (and its forthcoming Door-2-Door Transport scheme), the Rural Transport Fund, the NI Concessionary Fares Scheme and the Accessible Transport Strategy. DRD funded organisations, including Shopmobility NI, the Community Transport Association and the Inclusive Mobility Transport Advisory Committee were also in attendance to provide details about their services.
- As part of work towards implementing its Disability Action Plan, the Department has undertaken to establish a Disability Section on the Equality Agenda section of the Department's website by September 2007.

Section 6: Data Collection & Analysis

- **Outline any systems that were established during the year to supplement available statistical and qualitative research.**
- **Outline any research undertaken/commissioned to obtain information on the needs and experiences of individuals from the nine categories covered by Section 75.**

(Enter text below)

- Bilateral meetings have been held with each Agency, Division, the Equality Unit and the Department's statisticians, to ensure that the data requirements of the EQIA programme are being fulfilled. Where gaps are identified, efforts are made to source the information required, quantitatively or qualitatively as appropriate. The recent Monitoring Guidance received from the Commission has helped to highlight the best practice methods open to the Department in fulfilling its monitoring and data collection requirements.
- The Department's Principal Statistician is a member of the Equality and Social Needs Research and Information Group (ENSRIG), which includes as members officials of Northern Ireland Departments and the Northern Ireland Office, along with representatives of the Equality Commission and the Northern Ireland Council for Voluntary Action. The cross-departmental Information & Research Needs Strategy, sponsored by ENSRIG, sets the direction in assessing and filling gaps on information relating to Section 75 groups.

- The Department contributed regularly to the NICS policy bulletin, which gives information about new policy, relevant conferences/seminars, other events, publications, planned policy reviews, research, etc.
- The Department holds biannual meetings between policymakers and representatives of Section 75 groups. These meetings provide an opportunity for policymakers to update groups on policy progress and issues of concern. The forum has also been used to facilitate presentations on policy. Section 75 representatives are given the opportunity to comment on reported progress and highlight their own areas of concern. The forum provides an excellent source for provision of feedback and advice on resolving issues around difficulties and problems in accessing information. The lessons learned and good practice is then promulgated across the Department through the Equality Working Group.
- Departmental representatives have assisted in the development of the Race Equality Strategy which includes conducting research into the experiences of migrant workers and collecting views on migrant workers as part of the Northern Ireland Omnibus Survey.
- The Office of the First Minister and deputy First Minister is publishing (2 July 2007) 2 research reports on equality mainstreaming LGB and Transgender people. This was funded by the Equality and Social Need Information and Research Group, of which the Department's Principal Statistician is a member.

- The Department commissioned monitoring work on assessing the equality impacts of the water and sewerage charging regime proposed by the Direct rule administration. However, this work has not been completed pending the outcome of the Review of the financing of water and sewerage that has been commissioned by the NI Executive.

Section 7: Information Provision, Access to Information and Services

- **Detail any initiatives/steps taken during the year to improve access to services including provision of information in accessible formats.**

(Enter text below)

- During 2006/07 the Department reviewed its internal guidance on making information accessible. This guidance, which was developed in conjunction with the Section 75 Equality Forum, included specific arrangements to monitor access to information provided by the Department and review implementation of the guidance. The Equality Unit used the Section 75 forum to ask members for their opinions on the guidance and any recommendations for improvement. Consultation also took place with members of the internal Equality Working Group. A revised guide issued in July 2006.
- The Department spent approximately £400 in 2006/07 providing information on accessible transport services, such as Door-2-Door Transport and the Concessionary Fares Scheme in alternative formats. In addition, two audio copies of the draft Sub-Regional Transport Plan were provided to the Omnibus Partnership.
- Information leaflets were issued to all Northern Ireland households (approx. 690k) in preparation for the planned introduction of Water and Sewerage charges in April 2007. Alternative formats of the leaflet were available in seven languages (Polish, Portuguese, Lithuanian,

Cantonese, Mandarin, Irish and Ulster Scots) and, on the Water Reform website, in sign language format.

- The Department holds biannual meetings between policymakers and representatives of Section 75 groups. These meetings provide an opportunity for policymakers to update on policy progress and issues of concern. The forum has also been used to facilitate presentations on policy. Section 75 representatives are given the opportunity to comment on reported progress and highlight their own areas of concern. The forum has reviewed accessibility of information and provided feedback on difficulties and problems. The lessons learned and good practice is then promulgated across the Department through the Equality Working Group.
- The Department participates in the Promoting Social Inclusion Disability Working Group Forum and related sub group on Housing, Transport, Information and Access.
- Information on Section 75 including draft and Final EQIAs is published on the Departmental Internet site. The Department also posts details of all consultations on the OFMDFM consultation website at www.consultationni.gov.uk. This can be accessed from the Department's internet site.
- During 2006/07 the Department continued to sponsor the Inclusive Mobility Transport Advisory Committee, whose main function is to advise government on matters relating to people with disabilities and transport. The Committee seeks to help achieve the development of an inclusive and integrated transport system in the North accessible

to everyone. The Committee aims to ensure that people with disabilities in the North have the same opportunities as everyone else to travel when and where they want.

- As part of the Transport Programme for People with Disabilities, the Department began the roll-out of a Door-2-Door Transport service on 29 September 2006. This new local transport urban transport service is aimed at people with disabilities, or those who find it difficult in using mainstream public transport and will improve access to services and public life. By 31 March 2007 the Scheme was operational in ten urban areas. This Door-2-Door Scheme also operates an accessible application and booking system.
- The Department has also been involved in the production of the website 'Getting out and About in Northern Ireland', a guide to accessible transport in Northern Ireland.
- The Department also supports the Northern Ireland Mobility Centre to provide a service to people with a disability in order to assess their personal transport needs. In 2006/07 financial support for the service amounted to around £50,000.
- The Department supported 2 pilot schemes designed to assist disabled people and older people to engage with public and community transport and increase their confidence in independent travel.

Section 8: Complaints

- **Identify the number of Section 75 related complaints:**
 - **received by the authority;**
 - **resolved by the authority (including how this achieved);**
 - **which were not resolved to the satisfaction of the complainant;**
 - **which were referred to the Equality Commission.**

(Enter text below)

- The Department has a formal complaints procedure, which was reviewed during the period of the report. Complaints received are monitored regularly.
- During 2006-07 the Department received three complaints.
- In June 2006 the Department received a complaint from Chrissie McAuley of Sinn Féin concerning draft Planning Policy Statement 14: Sustainable Development in the Countryside. The complainant felt that the draft EQIA had failed to meet Paragraphs 4.13 and 5.2 of the Department's Equality Scheme regarding presentation of data and monitoring of impacts. The Department responded by outlining the data used and why data cited by Sinn Féin was not appropriate for this policy. The Department also undertook to set out in the final

EQIA what steps will be taken to minimise anticipated adverse impacts following monitoring.

- In November 2006, the Department received a complaint initially forwarded to the Secretary of State from a member of the public regarding the Northern Ireland Transport Holding Company. The complainant felt that Translink are discriminating against the mainly protestant users of the Belfast to Larne line by not deploying the new CAF trains on the line. The Department's response advised that the decision to use the older 450 trains on the line was an operational matter for Translink and NITHC. It was however stated that a programme of refurbishment was currently underway to make the trains more comfortable and reliable. Timetables were also being revised in an effort to reduce the level of standing by passengers on the Belfast to Larne line.

- In March 2007, the Department received a complaint from a member of the public regarding a perceived breach of Section 8.5 of the Department's Equality Scheme. The complainant was concerned that the policy limiting Smartpass holders to the purchase of single tickets does not give registered blind members of the public the same access to Public Transport ticket services as other members of the community. The Department's response advised that a review of the policy had taken place but given the very high risk of fraud together with the audit and accounting difficulties associated with sessional tickets, it would not be possible to allow sessional tickets for concessionary pass holders. However, in this case, arrangements

were made to allow the Smartpass holder to purchase tickets on the train thus avoiding the delays associated with ticket queues.

Section 9: Consultation and Engagement

- **Provide details of the measures taken to enhance the level of engagement with individuals and representative groups during the year.**

(Enter text below)

- The Department is committed to carrying out consultations in accordance with the Equality Commission's guidelines. The main methods used are face-to-face meetings, conferences, advisory groups, focus groups, key stakeholder groups, issue of full and summary consultation documents to appropriate consultees, and advertisement of all consultations on the internet, including the central consultation website.
- The bi-annual meetings of the Department's Section 75 Forum, made up of Section 75 representatives and departmental policymakers have proved to be a useful method for consulting on general Section 75 issues.
- The Forum meeting of November 2006 focused on the Department's Race Equality Action Plan and steps the Department could take with regards to Race Relations. Presentations were provided by NICEM and ANIMATE.
- Pre-consultation is carried out on all relevant policies as part of our policy/legislation process. A more tailored approach has been adopted to pre-consultation in order to focus on those Section 75 groups most likely to be affected by a particular policy.

- The Department is continuing to engage with the Inclusive Mobility Transport Advisory Committee over reviewing the Action Plan on the Accessible Transport Strategy particularly on any equality impacts. This will continue as a new action plan emerges.
- The Department conducted pre-consultation with several interested groups, such as Age Concern, regarding the Concessionary Fares Scheme in 2006/07. This pre-consultation included discussions on the All Ireland Free Travel Scheme and on a review of the provision of concessionary travel in Northern Ireland.
- Pre-Consultation was undertaken in preparation for the publication in June 2006 of the Consultation Document on the Charges for Connections to Water and Sewerage Networks. The policy was screened out for equality impacts in respect of the proposals and pre-consultation meetings took place in March and April 2006 with Consumer Council, Construction Employers Federation, Rural Development Council, Rural Community Network, Age Sector Reference Group and Confederation of British Industry.
- Roads Service carried out a pre-consultation exercise between March '06 and May '07 in relation to the TravelwiseNI, Safer Routes to School (Enhanced) programme. A draft EQIA Screening Analysis was included in the consultation document. Some 67 groups were consulted, this included various interest groups and selected Section 75 Groups. The comments from this consultation helped to inform the final screening analysis.

- Roads Service also undertook a full public consultation exercise on its Draft Residents' Parking Policy between November 2006 and February 2007. A draft EQIA screening analysis was included in the consultation document, which was issued to 280 consultees, including Section 75 groups. Some of these groups such as Disability Action, IMTAC and the Carers National Association as well as Residents groups were involved during the drafting of the policy.

Section 10: The Good Relations Duty

- **Provide details of additional steps taken to implement or progress the good relations duty during the year. Please indicate any findings or expected outcomes from this work.**

(Enter text below)

- All EQIAs carried out during the year considered the implications of proposals for Good Relations.
- During 2006/07 the Department has provided updates on progress in fulfilling its headline commitments and year-on-year progressive actions for the 'Shared Future' Triennial Action Plan. The Department has also revised and updated actions and commitments for 2007/08.
- During the year OFMDFM engaged the services of the Runnymede Trust to work with the NICS on the 'Working Together' project. The aim of the project was to bring people together to share their ideas and experiences, to think about what Government and Voluntary sectors can do together to promote racial equality, and to support better policy making and practice. As part of this process, the Equality Unit met with Dr Rob Berkeley of the Runnymede Trust to discuss the Department's input to the 2nd Annual Race Equality Action Plan.
- The Weekly Business Review invited members of the Good Relations and Reconciliation unit of OFMDFM, who are coordinating NICS input to the Shared Future strategy, to give a presentation on key issues and actions arising from the Shared Future strategy. Billy Gamble,

Head of the Good Relations and Reconciliation unit, made the presentation on 11 May 2007 and was accompanied by Duncan Morrow, Chief Executive of the Good Relations Council and Evelyn Collins, Chief Executive of the Equality Commission. The presentation highlighted how Departmental responsibilities such as PPS14 and Transport issues impacted on Good Relations.

Section 11: Additional Comments

- **Please provide any additional information/comments**

(Enter text below)

- The Department welcomes the publication of a number of draft guidance documents from the Equality Commission on subjects such as monitoring, public procurement, good relations and consulting with children and young people. It is important however that guidance of this nature is pragmatic, realistic and focused,
- The Department also welcomes the recommendation in the report on the Review of the Effectiveness of Section 75 to align Equality Schemes with the business planning process.

**4th ANNUAL EQIA MONITORING REPORT ON THE PROPOSED
DISCONTINUANCE OF SERVICES ON ANTRIM/KNOCKMORE RAILWAY
LINE**

1.0 BACKGROUND

1.1 Services on the Antrim/Knockmore railway line were discontinued at the end of June 2003. The line has been kept open for emergency diversionary purposes.

1.2 Translink operates a bus service (109a) between Antrim and Lisburn, with low-floor, accessible vehicles. The number of services has, however, been reduced from the 11 per day outlined in the Equality Impact Assessment (EQIA).

1.3 The number of bus services from Antrim to Lisburn is as follows:

| | |
|-----------------|---|
| Monday – Friday | 7 |
| Saturday | 8 |
| Sunday | 0 |

1.4 The number of bus services from Lisburn to Antrim is as follows:

| | |
|-----------------|---|
| Monday – Friday | 8 |
| Saturday | 8 |
| Sunday | 0 |

2.0 ANALYSIS

2.1 The EQIA identified the potential for limited differential impact on women, Catholics and young people generally, on the basis that these groups benefited disproportionately from the railway services prior to their discontinuance. An analysis of the 109a bus service has shown:

- **Religion.** Detailed figures are not available. However, the 2001 Census states that in Glenavy and Crumlin wards 65% of the population are Catholic, while 33% are Protestant. The percentages within the total population of NI are 43% Catholic and 53% Protestant.
- **Age.** 43,628 passenger journeys were taken on the 109a service between 1st April 2005 and 31st March 2006. Of these 11,268 were recorded as school pass journeys and 2,807 as senior citizen concessions. This represents that, of all journeys taken, 26% were by children and 6% were by senior citizens. The 2005 mid-year population estimates from the Northern Ireland Statistics and Research Agency (NISRA) indicate 25% of the total population are aged 0-17 and 14% are aged 65 and over.
- **Gender.** Detailed figures are not available. However, women are generally more extensive users of public transport than men. The 2001 Census indicated that 5% of males travelled to work either by 'Train' or 'Bus, minibus or coach'. The corresponding figure for women was 9%.

2.2 Translink has advised that the number of bus services was reduced due to levels of passenger demand.

2.3 The Department remains of the opinion that the 109a bus service alleviates any limited impact on all groups.

3.0 CONCLUSION

3.1 The Department remains of the opinion that the bus substitution service alleviates any limited impact on all groups.

Passenger journeys taken on the 109a Ulsterbus service between 1 April 2006 and 31 March 2007, by passenger category.

| | Number of journeys | Percentage of total journeys |
|---|---------------------------|-------------------------------------|
| School Pass | 11,268 | 26% |
| Senior concession | 2,807 | 6% |
| Other (including full fare paying passengers) | 29,553 | 68% |
| Total | 43,628 | 100% |

4th ANNUAL EQIA MONITORING REPORT ON THE REGIONAL TRANSPORTATION STRATEGY, INCLUDING THE ACCESSIBLE TRANSPORT STRATEGY, BELFAST METROPOLITAN TRANSPORT PLAN, REGIONAL STRATEGIC TRANSPORT NETWORK TRANSPORT PLAN AND SUB REGIONAL TRANSPORT PLAN

1.0 BACKGROUND

- 1.1 The Department published the EQIA relating to the Regional Transportation Strategy in July 2002.
- 1.2 The purpose of the Regional Transportation Strategy (RTS) is to support the Regional Development Strategy in achieving its longer term vision for transportation i.e:

‘to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life’

The RTS is being delivered through three transport plans; the Belfast Metropolitan Transport Plan (BMTP), Regional Strategic Transport Network Transport Plan (RSTNTP) and the Sub Regional Transport Plan (SRTP) and the Accessible Transport Strategy (ATS).

- 1.3 Under Section 75 of the Northern Ireland Act 1998 (the Act) the Department is required to monitor the impacts identified in the EQIA to ensure that all objectives are being achieved. It was previously indicated that as the RTS was being delivered through transport plans it was reasonable to monitor any impacts through those plans and analyse

the results to determine whether or not the impacts on any of the Section 75 groups had changed significantly.

- 1.4 The BMTP is the transport plan for the Belfast Metropolitan area to 2015 and was subject to a full EQIA. The EQIA concluded that the implementation of the proposals contained within the Plan would provide benefits across all equality groups identified under Section 75 with no negative impacts.
- 1.5 The RSTNTP is the transport plan for the skeletal framework of the region connecting all the main centres of economic and social activity and the major hubs to 2015 and was subject to a full EQIA. The EQIA concluded that the implementation of the proposals contained within the Plan would provide benefits across all equality groups.
- 1.6 The SRTP published on 11 June 2007 addresses the transport needs of the whole of the North to 2015 with the exception of the Belfast Metropolitan area and the rail and trunk road networks which are covered within the other two plans and was subject to a full EQIA. The EQIA concluded that the implementation of the proposals would provide benefits across all of the equality categories and would have no detrimental impacts on any one group.
- 1.7 The ATS was published in April 2005 and sought to explain how the Department intended to address a significant range of barriers that impede use of the transport system by older people and people with disabilities. The ATS was subject to a full EQIA and concluded that the implementation of the strategic objectives through the stated policies

and actions would provide benefits across all equality groups with no negative impacts on any group.

2.0 ANALYSIS

- 2.1 Delivery of the RTS is continuing and work is progressing to implement the Belfast Metropolitan Transport Plan, the Regional Strategic Transport Network Transport Plan and the Accessible Transport Strategy. The Sub Regional Transport Plan was published on 11 June 2007 and its implementation will contribute to the Department's objective of achieving the RTS and its related vision. It is intended to publish a monitoring report detailing the latest progress on RTS related initiatives on the Department's website by the end of Summer 2007.
- 2.2 The proposals in each of the Transport Plans are being implemented on a measure by measure basis and are subject to detailed economic appraisal, the completion of statutory processes involving e.g. environmental assessment, planning and land acquisition and a public inquiry into land use and the availability of funding through the normal budgetary processes.
- 2.3 The ATS established a Mobility Inclusion Unit to oversee the implementation of the associated action plan. Progress has already been made in that improvements to the pedestrian environment and the provision of suitable buses have made transport more accessible for people with mobility difficulties. The expansion of the Department's door to door scheme was welcomed and increased travel choices for many. The decriminalisation of parking enforcement has resulted in

more parking spaces for disabled people. Indicators suggest that with around 57% of actions achieved the ATS has had a positive effect.

3.0 CONCLUSION

3.0 The fact that the third of the three transport plans has only recently been published and the general nature of the proposals contained in the three transport plans means that there has not been sufficient time for the impacts to have been extensively experienced by the Section 75 categories. The Department will continue to monitor the transport plans and analyse the results to determine whether or not the impact on any of the Section 75 groups has changed significantly. The Department is committed to undertaking a fundamental mid term review of the RTS and the findings and outcomes will be subject to further equality considerations. It is anticipated that a draft review document including an EQIA will be published towards the end of 2008.

3.1 To date no equality impacts have been identified arising from the ATS. The ATS is subject to a biennial review of its action plan and a new action plan will be published. As part of the review process the Department will work with the Inclusive Mobility Transport Advisory Committee (IMTAC) to determine any equality impacts.

3RD ANNUAL EQIA MONITORING REPORT ON THE REVIEW OF THE BLUE BADGE SCHEME OF PARKING CONCESSIONS FOR PERSONS WITH DISABILITIES

1.0 BACKGROUND

- 1.1 Roads Service published the EQIA relating to the Review of the Blue Badge Scheme in March 2004.
- 1.2 The EQIA identified that the review to the Blue Badge Scheme had potential positive differential impact on the following Section 75 categories: Age, Persons with a Disability, Persons with Dependents and Men and Women generally.
- 1.3 Under Section 75 of the Northern Ireland Act 1998 (the Act) Roads Service is required to monitor the impacts identified in the EQIA to ensure all objectives are being achieved.
- 1.4 The EQIA was carried out following the UK wide review which was taken forward by the Disabled Persons Transport Advisory Committee (DPTAC). DPTAC put forward 47 recommendations following consideration of the comments received during the consultation process. However, 23 of the recommendations did not require action by Roads Service as they either did not apply to Northern Ireland or were already being applied.
- 1.5 Since the publication of the EQIA two of the recommendations have been implemented. These are:

- (i) Recommendation 2 - Eligibility is considered in terms of either being "automatic without further assessment" (under the criteria described in recommendation 1) or "eligible subject to further assessment". The terminology 'Discretionary' should be replaced with 'Assessed Eligibility'.
- (ii) Recommendation 43 - This information should be available in alternative media and targeted at specific audiences i.e. information about the purpose of the Scheme for Badge holders and non-Badge holders, including those responsible for administering and enforcing it.

2.0 STATISTICS

2.1 The Department's Blue Badge Unit has provided the following statistics in table format, see Annex 1 attached:

- Individual badges on issue by Gender in 2004, 2005, 2006 and 2007;
- Individual badges on issue by Age in 2004, 2005, 2006 and 2007;
- badges on issue to Individuals and Organisations at 31 March 2007;
- Individual badges issued annually (01 April to 31 March) in 2004, 2005, 2006 and 2007 by Criteria;
- badges issued to Individuals and Organisations for the period 01 April 2006 to 31 March 2007;

- appeals considered annually for each year from 31 March 2004 to 31 March 2007; and
- number of requests for information in alternative formats for each year from 31 March 2004 to 31 March 2007.

3.0 ANALYSIS

- 3.1 The Gender breakdown of the badges issued @ 31 March 2007 by percentage is largely the same as that at 31 March 2006. The total number of badges issued to females continues to increase at a faster rate than the number issued to males. The “OTHERS” category has been subsumed presumably through more detailed record keeping.
- 3.2 The Age breakdown of the badges issued @ 31 March 2007 shows a 1% increase in the 65+ age group compared to 31 March 2006 and a 1% reduction in the 19-64 age group. Recommendation 5 of the review, “that children under two whose medical needs require the transport of bulky medical equipment at all times should be eligible”, has not yet been implemented but draft legislation will shortly be the subject of public consultation.
- 3.3 The breakdown of the badges issued annually to individuals on the basis of Automatic or Assessed Criteria has changed from 31 March 2006. The percentage of badges issued under the automatic criteria has decreased for the first time since 31 March 2004 and those issued under the assessed criteria has increased.
- 3.4 The numbers of Refusals has increased by 20% over the 31 March 2006 figure and Appeals have increased by 10%. The number of successful

appeals has also increased although the assessment of 21 appeals have not been completed. The actual figures remain quite low with the number of refusals in 2006/07 being 2.7% of the applications received with 5% of subsequent appeals being unsuccessful.

3.5 The number of requests for documents in Alternative Formats for the year 2006/07 was 1 so no significant assessment can be made other than the assumption that this is not a major issue for Blue Badge holders.

4.0 CONCLUSION

4.1 As regards Recommendation 2, the change of terminology, although the percentage of badges issued under assessed criteria has decreased since 2004 there is no evidence to suggest it is a result of this Recommendation or that it has had any impact on any of the Section 75 categories.

4.2 As regards Recommendation 43, versions of our information leaflet are available in Braille, audio format and Cantonese. Systems are also in place to provide information in alternative formats and if necessary to obtain further translations if required. As Roads Service has received only 1 request in the last year for alternative formats it does not consider that this has any differential impact on the uptake of the scheme or on any Section 75 group.

4.3 Apart from those recommendations that have been implemented Roads Service is also preparing draft regulations to implement a number of others. It has been working with the Department of Transport in London to manage research projects in respect of Recommendations 7 and 13.

4.4 In providing the Blue Badge scheme Roads Service believes there is no adverse impact on any Section 75 group, indeed this scheme provides a positive impact on those groups identified within the EQIA such as the age category, persons with a disability, persons with dependants and men and women generally.

4.5 Roads Service will continue to monitor and analyse this policy on an annual basis to determine whether or not there has been any change in the impacts identified on those Section 75 groups highlighted in the EQIA as having a positive impact.

STATISTICS

1. TOTAL INDIVIDUAL BADGES ON ISSUE BY GENDER

| GENDER | BADGES ON ISSUE @ 31/03/04 | | BADGES ON ISSUE @ 31/03/05 | | BADGES ON ISSUE @ 31/03/06 | | BADGES ON ISSUE @ 31/03/07 | |
|---------------|----------------------------------|------|----------------------------------|------|----------------------------------|------|----------------------------------|------|
| | TOTAL | % | TOTAL | % | TOTAL | % | TOTAL | % |
| MALE | 29,868 | 42 | 32,495 | 42 | 34,176 | 41.9 | 36,165 | 41.9 |
| FEMALE | 40,256 | 56.5 | 44,548 | 57.5 | 47,263 | 57.9 | 50,115 | 58.1 |
| OTHER* | 1,092 | 1.5 | 408 | 0.5 | 180 | 0.2 | 0 | 0 |
| TOTAL | 71,216 | 100 | 77,451 | 100 | 81,619 | 100 | 86280 | 100 |

* includes applicants not clearly defined as Miss/Ms/Mr e.g. Dr, Professor

2. TOTAL INDIVIDUAL BADGES ON ISSUE BY AGE

| AGE | BADGES ON ISSUE @ 31/03/04 | | BADGES ON ISSUE @ 31/03/05 | | BADGES ON ISSUE @ 31/03/06 | | BADGES ON ISSUE @ 31/03/07 | |
|--------------|----------------------------------|------------|----------------------------------|------------|----------------------------------|------------|----------------------------------|------------|
| | TOTAL | % | TOTAL | % | TOTAL | % | TOTAL | % |
| 0 - 2 * | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 - 18 | 1,673 | 2.3 | 1,697 | 2.3 | 1,735 | 2.1 | 1,794 | 2 |
| 19 - 64 | 27,749 | 39 | 28,490 | 38.3 | 29,346 | 36 | 30,266 | 35 |
| 65 + | 41,594 | 58.4 | 47,264 | 59.4 | 50,538 | 61.9 | 54,220 | 63 |
| OTHER | 200 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 71,216 | 100 | 77,451 | 100 | 81,619 | 100 | 86280 | 100 |

* no badges have been issued as the necessary legislation is still in draft form.

3. TOTAL BADGES ON ISSUE TO INDIVIDUALS AND ORGANISATIONS

| | 31/03/07 | |
|-----------------------|---------------|------------|
| | TOTAL | % |
| Support Organisations | 230 | 0.3 |
| Individual | 86,280 | 99.7 |
| TOTAL | 86,510 | 100 |

4. BADGES ISSUED ANNUALLY TO INDIVIDUALS BY CRITERIA

| CRITERIA | BADGES ISSUED 01/04/03 – 31/03/04 | | BADGES ISSUED 01/04/04 – 31/03/05 | | BADGES ISSUED 01/04/05 – 31/03/06 | | BADGES ISSUED 01/04/06 – 31/03/07 | |
|------------------------------|---|------|---|------|---|------|---|------|
| | TOTAL | % | TOTAL | % | TOTAL | % | TOTAL | % |
| Automatic | 13,139 | 49.6 | 14,128 | 52.8 | 15,832 | 53.4 | 16,107 | 51.8 |
| Assessed criteria | 13,333 | 50.4 | 12,645 | 47.2 | 13,843 | 46.6 | 14,992 | 48.2 |
| Total | 26,472 | 100 | 26,773 | 100 | 29,675 | 100 | 31,099 | 100 |

5. BADGES ISSUED 01/04/06 – 31/03/07 TO INDIVIDUALS AND ORGANISATIONS

| | TOTAL | % |
|------------------------------|--------|------|
| Support Organisations | 94 | 0.3 |
| Individual | 31,099 | 99.7 |
| TOTAL | 31,193 | 100 |

6. APPEALS CONSIDERED ANNUALLY

| | 01/04/03 - 31/03/04 | 01/04/04 - 31/03/05 | 01/04/05 - 31/03/06 | 01/04/06 - 31/03/07 |
|-----------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| No of refusals | 695 | 652 | 700 | 852 |
| No of appeals | 164 | 160 | 203 | 225* |
| No of successful appeals | 149 | 140 | 159 | 192 |
| No of unsuccessful appeals | 15 | 20 | 20 | 12 |

* includes 21 Appeals still being processed @31/03/07

7. REQUESTS FOR INFORMATION IN ALTERNATIVE FORMATS

| | 01/04/ 03 - 31/03/ 04 | 01/04/ 04 - 31/03/ 05 | 01/04/ 05 - 31/03/ 06 | 01/04/ 06 - 31/03/ 07 |
|------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| No. of Requests | 1 | 2 | 0 | 1* |

* audio CD

3rd ANNUAL EQIA MONITORING REPORT ON THE NORTHERN IRELAND CONCESSIONARY FARES SCHEME

1.0 BACKGROUND

- 1.1 The Department for Regional Development (the Department) published the Equality Impact Assessment (EQIA) on the Northern Ireland Concessionary Fares Scheme (the Scheme) in April 2004.
- 1.2 The EQIA identified religious belief, political opinion, gender, age, people with disabilities and people with dependants as categories where potential differential impacts may occur.
- 1.3 Under Section 75 of the Northern Ireland Act 1998 (the Act) the Department is required to monitor the impacts identified in the EQIA. This will be done on an annual basis and the results published as part of our progress report to the Equality Commission.

2.0 ANALYSIS

2.1 Gender

58% of the population aged 65 and over are female*, with 42% male. 57% of SmartPass holders aged 65 and over are female, with 43% male**. 50% of the population aged 18 to 64 are female and 50% male. The respective figures for SmartPass holders are 50% female and 50% male. A higher percentage of male War Disabled SmartPass holders (93% male) is balanced by a higher percentage of female Half Fare

SmartPass holders (55% female). On this basis the Department does not consider there to be a significant differential impact with regard to gender.

2.2 Age

93% of all SmartPass holders are aged 65 and over, as opposed to 14% of the general population. In addition, all children receive half fare travel up to the 30th June of the year they turn 16 (while in compulsory education). These figures suggest a continuing positive differential impact on those aged 16 and under and on those aged 65 and over.

2.3 People with a disability

The Scheme has a positive differential impact on people with a disability. All those registered as blind or partially sighted; in receipt of either the mobility component of Disability Living Allowance or a regular war disablement pension; known to a Health and Social Services Trust as having a learning disability; or have been refused a driving licence on medical grounds are eligible for concessionary travel. In addition a higher percentage of those aged 65 and over consider themselves as having a limiting long-term illness than in the general population.

2.4 People with dependants

People with dependant children up to 16 years old continue to benefit directly from the Scheme and people with elderly dependants may benefit indirectly. People with disabled dependants should also continue to indirectly benefit under the Scheme.

3.0 CONCLUSION

- 3.1 The Department is of the opinion that the Scheme continues to have a positive differential impact on those aged 16 and under and 65 and over; people with a disability; and indirectly people with dependants.
- 3.2 The Department has recently completed a review of the Scheme and is seeking additional resources to extend the provision of concessionary travel. Any extension of the Scheme will be subject to an EQIA as necessary.

*Northern Ireland Statistics and Research Agency, mid-2005 population estimates.

**SmartPass statistics are correct as of 18 June 2007.

Gender split of SmartPass holders and general population aged 65 and over.

| Senior SmartPass* | | Population aged 65 and over** | |
|-------------------|------|-------------------------------|------|
| Female | Male | Female | Male |
| 57% | 43% | 58% | 42% |

* SmartPass statistics are correct as of 18 June 2007.

** Northern Ireland Statistics and Research Agency, mid-2005 population estimates.

Gender split of SmartPass holders and general population aged 18-64.

| War Disabled SmartPass* | | Half Fare SmartPass* | | Population aged 18 to 64 ** | |
|-------------------------|------|----------------------|------|-----------------------------|------|
| Female | Male | Female | Male | Female | Male |
| 7% | 93% | 55% | 45% | 50% | 50% |

* SmartPass statistics are correct as of 18 June 2007.

** Northern Ireland Statistics and Research Agency, mid-2005 population estimates.

THE PROVISION OF PEDESTRIAN FACILITIES ON PUBLIC ROADS

3RD ANNUAL EQIA MONITORING REPORT

1. BACKGROUND

- Roads Service published the Equality Impact Assessment (EQIA) relating to the Provision of Pedestrian Facilities in May 2004.
- The EQIA identified that the Roads Service policies for the provision of pedestrian facilities have a positive differential impact particularly on the following Section 75 categories: Age; Persons with a Disability; and Persons with Dependants.
- Under Section 75 of the Northern Ireland Act 1998 (the Act) Roads Service is required to monitor the impacts identified in the EQIA to ensure that all objectives are being achieved.

2. ANALYSIS

- During the 2006/07 financial year Roads Service has provided the following pedestrian infrastructure -
 - 35 controlled pedestrian crossings (against an initial target of 30);
 - 19.22km of new footway; (against an initial target of 16km); and
 - 78.3km of resurfaced footway (against an initial target of 65km).

(Source: 'RoadStat' Key Performance Monitor 2006/2007. Extract included in Appendix A.)

- Roads Service also continues to provide dropped kerbs and tactile paving at dedicated crossing points as an integral part of all new works and larger maintenance schemes.
- All new controlled pedestrian crossings are provided with rotating cones to help people with visual impairment. Roads Service provides rotating cones at existing controlled crossings during planned upgrade works and improves the timings for pedestrians at crossings when there is the opportunity to do so.
- Current Roads Service policies relating to the provision of pedestrian facilities demonstrate its continuing commitment to providing a range of new infrastructure to allow equality of opportunity for all road users in Northern Ireland. These policies particularly benefit the age category, persons with disability and people with dependants. Throughout the development of pedestrian policies, Roads Service tries to incorporate best practice developed by the Department for Transport and other road authorities in Great Britain.
- Roads Service is also committed to playing its part in the delivery of the Accessible Transport Strategy (DRD, April 2005). As part of this commitment it provides representation at the Inclusive Mobility Transport Advisory Committee's (IMTAC) Personal Mobility Working Group and Disability Action's Access Committee.

3. **CONCLUSION**

- In continuing to provide and improve pedestrian facilities, Roads Service believes that there is no adverse impact on any Section 75 group,

indeed it would contend that such facilities have a positive impact on the groups identified within the EQIA.

- Roads Service will continue to monitor and analyse all pedestrian policies on an on-going basis to determine whether or not there has been any change on the impacts identified on these Section 75 groups highlighted in the EQIA as having a positive impact.

Appendix A - Pedestrian Facilities Data Source

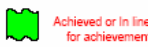
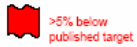


PfG/PSA, BUSINESS PLAN & ROAD USERS CHARTER COMMITMENTS

'RoadStat' KEY PERFORMANCE MONITOR 2006/07

CUMULATIVE REPORT PERIOD: from 1 April 2006 to 31 March 2007 [100% of year]

| Ref | PUBLISHED PERFORMANCE INDICATOR | INTERNAL BENCHMARKING | | | | UPDATED INDICATOR | PROGRESS (%) | COMMENT | Flag | | |
|--|--|-----------------------|-----------|-----------|------------|-------------------|---|--|---------------------------------------|-------------|-------------|
| SBT 10 | Provide measures for safer walking that will include: • resurfacing over 65 km of existing footway; | Programme | | Progress | | | 75.6km | 78.3km 104 % (120 % of published target) | Published and revised target achieved | | |
| | | | Original | Revised | YTD | % Original | | | | | % Revised |
| | | North | 15.0 | 15.0 | 16.1 | 107 | | | | | 107 |
| | | South | 13.0 | 11.8 | 15.1 | 116 | | | | | 128 |
| | | East | 17.0 | 28.5 | 28.5 | 168 | | | | | 100 |
| | | West | 17.3 | 20.3 | 18.6 | 108 | | | | | 92 |
| | | Total | 62.3 | 75.6 | 78.3 | 126 | | | | | 104 |
| | • constructing over 16 km of new footway; and | Programme | | Progress | | | 19.67km | 19.22 km 98% (120% of published target) | Published target achieved | | |
| | | | Original | Projected | YTD | % Original | | | | | % Projected |
| | | North | 5.00 | 6.25 | 6.25 | 125 | | | | | 100 |
| | | South | 5.30 | 5.52 | 5.52 | 104 | | | | | 100 |
| | | East | 1.80 | 1.91 | 1.80 | 100 | | | | | 94 |
| | | West | 4.50 | 5.99 | 5.65 | 126 | | | | | 94 |
| Total | | 16.60 | 19.67 | 19.22 | 116 | 98 | | | | | |
| • providing 30 controlled pedestrian crossings | Programme | | Progress | | | 36 | 35 97% (117% of published target) | Published target achieved | | | |
| | | Original | Projected | YTD | % Original | | | | | % Projected | |
| | North | 7 | 7 | 7 | 100 | | | | | 100 | |
| | South | 6 | 9 | 8 | 133 | | | | | 89 | |
| | East | 14 | 14 | 14 | 100 | | | | | 100 | |
| | West | 6 | 6 | 6 | 100 | | | | | 100 | |
| | Total | 33 | 36 | 35 | 106 | | | | | 97 | |



6

3RD ANNUAL EQIA MONITORING REPORT ON THE OPERATION AND MANAGEMENT OF OFF-STREET CAR PARKS

BACKGROUND

- The Department gave an undertaking to monitor the impact of the policies contained within the EQIA published in July 2004 for the Operation and Management of Off-Street Car Parks on an annual basis to ensure all objectives are being achieved.
- The monitoring consists of a rolling 3-year evaluation of correspondence received in relation to the location of parking bays, access for persons with a disability and maintenance of off- street car parks.

FINDINGS

- The provision and operation of off-street car parks continues to have a positive impact on all Section 75 groups.
- Roads Service has carried out a number of improvement schemes in various car parks including the provision of a footway ramp at Downshire Place car park in Banbridge. The installation of new lifts in Town Centre Multi-storey car park in Ballymena, along with an improved route through the car park, has improved access for all customers.
- Speed control measures have been provided in a number of car parks including St Lurach's car park in Maghera, Rainey Street and Union Road car parks in Magherafelt. These speed control measures have been discussed with Magherafelt & District Disability Forum who feel the improvements have a positive benefit on persons with a disability.

- The Department continues to ensure car parks are maintained to an acceptable standard through its inspection and maintenance policies.
- Car Parks are inspected on a cyclic basis and remedial works undertaken where required.
- Since the publication of the EQIA in July 2004 only one 'equality' complaint was received regarding access for persons with a disability. This complaint concerned the provision of a dropped kerb facility at a Pay and Display machine. Work was carried out to resolve this on 14 October 2004.

CONCLUSION

- In providing off-street car parking facilities Roads Service believes there is no adverse impact on any Section 75 group, indeed the provision of such facilities has had a positive impact on particular groups such as persons with a disability, age and persons with dependants.
- Roads Service will continue to monitor and analyse on an annual basis to determine whether or not the policies relating to the operation and management of off-street car parks have an impact on any Section 75 groups.
- The results of the monitoring will be published in the Department's Annual Progress Report to the Equality Commission.
- This document will also be published on the Roads Service internet website: www.roadsni.gov.uk

2nd ANNUAL EQIA MONITORING REPORT ON THE TRANSPORT PROGRAMME FOR PEOPLE WITH DISABILITIES

1.0 BACKGROUND

- 1.1 The Department for Regional Development (the Department) published the Equality Impact Assessment (EQIA) on the Transport Programme for People with Disabilities (the Programme) in September 2004.
- 1.2 The EQIA identified that 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.
- 1.3 The EQIA also identified that it is likely the Programme, due to its urban nature, positively benefits a greater number of Protestants than Roman Catholics.
- 1.4 Under Section 75 of the Northern Ireland Act 1998 (the Act) the Department is required to monitor the impacts identified in the EQIA. This will be done on an annual basis and the results published as part of our progress report to the Equality Commission. This paper represents the second monitoring report since the publication of the EQIA in 2004.

2.0 ANALYSIS

2.1 Religious Belief

2.1.1 The EQIA stated that 65% of Bridge Accessible Transport's members were perceived to be Catholic, with 34% deemed Protestant. Figures provided to the Department for year ending 31 March 2007 indicate that 64% of members are Catholic, whilst the percentage of Protestant members remains unchanged.

2.1.2 There has been a slight increase in the percentage of Protestant members for Disability Action Transport since the EQIA published – the figure now stands at 69%. The percentage of Catholic members remains unchanged since the EQIA Annual Monitoring Report in 2006 (29%).

2.1.3 Figures provided to the Department for year ending 31 March 2007 from Shopmobility schemes, indicate that 36% of members are Protestant and 29% are Catholic. A quarter of all members chose not to disclose information regarding their religious belief, whilst 9% of members perceived themselves as not belonging to any particular religion.

2.1.4 Statistics provided on the new Door-2-Door Transport service (which began operating in September 2006) indicate that 54% of members are Protestant, and 24% are Catholic. 16% of members chose not to disclose information on their religion. The higher percentage of Protestant members may be attributed to the fact that Door-2-Door Transport is an urban service. It should also be noted that the service was not fully operational in all areas until May 2007, therefore statistics

gathered during this coming year (2007/08) may provide a more accurate reflection on religious belief.

2.2 Age

2.2.1 Since the 2006 Annual Monitoring Report, the number of members in the 18-64 age category has increased by 3% for both Disability Action Transport (to 15%) and Bridge Accessible Transport (to 41%). It remains that the largest percentage of their members are in the 65+ age category (Disability Action – 85%, Bridge – 48%).

2.2.2 Statistics provided by Shopmobility indicate that 53% of members are in the 65+ age category, whilst 45% fall into the 18-64 age category.

2.2.3 Data provided on Door-2- Door Transport to date indicates that the majority of members are in the 65+ age category (63%), whilst 36% are aged between 18 and 64.

2.3 People with a disability

2.3.1 To qualify as a member of TPPD-funded organisations, a person (or in the case of group transport, a significant proportion of their members) must find it difficult or impossible to use mainstream public or private transport because he/she has a reduced mobility or disability, which may be permanent or temporary. The Programme therefore has a positive impact on people with disabilities.

2.3.2 Easibus services are open to all members of the public, but are primarily targeted at people with disabilities and older people. Statistics provided by Translink indicate that a majority of people using the service have some form of limited mobility.

2.4 People with dependants

2.4.1 The EQIA stated that, whilst there is no direct evidence to support this claim, it was presumed likely that people with elderly or disabled dependants are indirectly benefiting from the Programme. This assumption continues for this reporting period.

2.5 Men and Women Generally

2.5.1 The EQIA stated that a majority of members in Disability Action Transport (82.5%) and Bridge Accessible Transport (59%) were women. Figures provided to the Department for year ending 31 March 2007 indicate that the percentage change has been negligible (Disability Action 80%; Bridge Accessible Transport 60%).

2.5.2 The majority of members of Shopmobility schemes are female (70%).

2.5.3 The majority of Door-2-Door Transport members are also female (60%), hence supporting the assumption that the Programme positively impacts upon women generally.

2.6 Political Opinion

2.6.1 There is no data available on the political opinion of those who avail of the services that currently exist under the Programme.

2.7 Marital Status

2.7.1 Available data on Bridge Accessible Transport indicates that the majority of members are either married (25%) or widowed (25%). There is no available data on marital status from Disability Action Transport.

2.7.2. Over half (51%) of all Shopmobility members are married, whilst over a quarter (27%) of members are widowed. 14% of members are single.

2.7.3 The majority of members of Door-2-Door Transport are widowed (35%), and a quarter of all members are married. It is also worth noting that just under a quarter (22%) fall into the 'single' category. This may indicate that the service also benefits a proportion of younger people, although it would be premature to make any assumptions at this stage.

2.8 Racial Group

2.8.1 Data received from the schemes funded under the Programme indicate that the overwhelming majority of members are white. However a small proportion of members did not disclose such information, whilst 5% of members in Bridge Accessible Transport perceived that they belonged to another racial group. However, provision of these services is not dependant on a person's race.

2.9 Sexual Orientation

2.9.1 There is no data available on the users of the Programme in relation to Sexual Orientation.

2.10 Good Relations

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

3.0 CONCLUSION

- 3.1 The Department is of the opinion that the Programme continues to have a positive differential impact on women generally, persons with a disability, older people, and people with elderly or disabled dependants. It is also likely that the Programme, due to its urban nature, positively benefits a greater number of Protestants than Roman Catholics.

Annex 1

Section 75 characteristics of passengers on Disability Action Transport services

| Race | Age | | Religious Belief | | Gender | |
|---------------------------|-------|-----|------------------|------------|--------|--------|
| Figures are not available | 18-64 | 65+ | Catholic | Protestant | Male | Female |
| | 15% | 85% | 29% | 69% | 20% | 80% |

Section 75 characteristics of passengers on Bridge Accessible Transport services

| Race | | Age | | Religious Belief | | Gender | |
|-------|-------|-------|-----|------------------|------------|--------|--------|
| White | Other | 18-64 | 65+ | Catholic | Protestant | Male | Female |
| 95% | 5% | 41% | 48% | 64% | 34% | 40% | 60% |

| Marital Status | |
|----------------|---------|
| Married | Widowed |
| 25% | 25% |

Section 75 characteristics of passengers on Easibus services

| With a Disability | | |
|-------------------|---------|-------------|
| Bangor | Belfast | Londonderry |
| 71% | 88% | 52% |

Section 75 characteristics of Shopmobility customers

| Gender | | Age | | Religious Belief | | | |
|--------|--------|-------|-----|------------------|------------|------|-----------|
| Male | Female | 18-64 | 65+ | Catholic | Protestant | None | No answer |
| 30% | 70% | 45% | 53% | 29% | 36% | 9% | 25% |

| Marital Status | | |
|----------------|---------|--------|
| Married | Widowed | Single |
| 51% | 27% | 14% |

Section 75 characteristics of passengers on Door-2-Door Transport services

| Gender | | Age | | Religious Belief | | |
|--------|--------|-------|-----|------------------|------------|-----------|
| Male | Female | 18-64 | 65+ | Catholic | Protestant | No answer |
| 31% | 60% | 36% | 63% | 24% | 54% | 16% |

| Marital Status | | |
|----------------|---------|--------|
| Married | Widowed | Single |
| 25% | 35% | 22% |

2ND Annual EQIA Monitoring Report on the Rural Transport Fund Programme

1. Background

- i. The Department for Regional Development (the Department) published the Equality Impact Assessment (EQIA) on the Rural Transport Fund (the Fund) in February 2005.
- ii. The prime aim of the Fund is to reduce social exclusion by improving or providing new transport opportunities for people with reduced mobility in the rural areas of Northern Ireland.
- iii. The Fund has a three-fold approach providing support to the public transport sector (Ulsterbus), to the community transport sector (the Rural Community Transport Partnerships) and to the Community Transport Association to provide advice, information and training.
- iv. Financial support provided by the Fund during 2006-07 was £2.91M.
- v. The Fund was identified as producing positive benefits for women generally, people with disabilities, older and younger people and a greater number of Roman Catholics due to the rural nature of the Fund. However any indirect impact in respect of religion should be offset as the Department introduces its new Door-to-Door urban service, which is likely to benefit more Protestants. This service was rolled out over a number of larger towns throughout Northern Ireland commencing in September 2006 and it is too early to assess the full impact.
- vi. There is no direct evidence that the Fund impacts on good relations between persons of different religious belief, political opinion or racial

group. However, projects supported by the Fund encourage Rural Community Transport Partnerships to have a broad base of community support.

vii. Under Section 75 of the Northern Ireland Act 1998 (the Act) the Department is required to monitor the impacts identified in the EQIA. This will be done on an annual basis and the results published as part of our progress report to the Equality Commission.

2. Public Transport Analysis

- i. Ulsterbus has carried out on-board surveys of passengers on the seven 'Rambler' routes supported by the Fund incorporating some additional questions into an existing survey in respect of Section 75. They stated that in 'face-to-face' surveys it was not possible to ask questions about religion, political opinion or sexual orientation.
- ii. The findings in relation to the six remaining categories was as follows: Race 94% white European; Consider themselves to have a Disability 12%; Marital Status 58% single – 42% Married; With/Without Dependents 82% without; Gender 61.5% female; and Age 39% of passengers are over 65.

3. Community Transport Analysis

In order to improve the level of Section 75 information obtained from the Rural Community Transport Partnerships, which are supported by the Fund, new scheduling software has been designed in conjunction with a new generic membership form to avail of information on Religion, Age, Gender, Disability, Status and Persons with/without Dependents. As it is

not possible to enforce a response on Section 75 criteria, each area also included an opt-out option.

Race, Sexual Orientation and Political Opinion have been omitted.

i. Religious Belief

The assumption still remains that, as there is a greater number of Roman Catholics living in rural areas then the Fund would impact positively on more Roman Catholics. However, provision of these services is not dependent on a person's religious beliefs. This assumption is still reflected in the data but the 'not known' option does cloud the overall picture.

ii. Political Opinion

The assumption still remains that, as there is a greater number of Roman Catholics living in rural areas then the Fund would impact positively on more Nationalists. However, provision of these services is not dependent on a person's political opinion.

iii. Age

Evidence gathered from the monthly statistical returns supplied by the rural Community transport Partnerships indicates that the Fund has a positive impact on both younger and older people.

47.5% of all passenger trips are provided for young people with the Primary School and under age ranges being the most prevalent (32%) and 52.5% of all passenger trips provided for adults (26%)

and over 65's (26.5%). However, provision of these services is not dependent on a person's age.

iv. Gender

Statistical information supplied by the Rural Community Transport Partnerships support the original assumptions made in the EQIA that the Fund has a positive impact on women. Females made 58.5% of all passenger trips. However, provision of these services is not dependent on a person's gender.

v. Persons with a Disability

The minibuses used by the Rural Community Transport Partnerships are fully accessible to assist those who find it difficult or impossible to use conventional public transport to access services. Statistical information supplied by the Partnerships support the original assumptions made in the EQIA that the Fund has a positive impact on people with disabilities. People with disabilities made 19.8% of all passenger trips. However, provision of these services is not dependent on a person having a disability.

vi. Status

There is no evidence of differential impact in terms of the Fund's provision with regard to marital status. This information is not held centrally but by each individual Partnership, consideration will be given to pulling together a new report to provide the Department with this type of information. However, provision of these services is not dependent on a person's status.

vii. Persons with/without Dependants

Information from the Rural Community Transport Partnerships indicates that people with young children, elderly or disabled dependants are likely to indirectly benefit from the Fund. The information gathered indicates that a greater number of passengers without dependants are using the services but the 'not known' option does cloud the overall picture. However, provision of these services is not dependent on a person's with or without dependants status.

viii. Racial Group or Sexual Orientation

We have no plans, at this time, to gather this type of information although other relevant data could be used as a proxy, e.g. census or relevant support groups. It is unlikely that the services supported by the Fund will have any differential or adverse impact on these categories. However, provision of these services is not dependent on a person's race or sexual orientation.

ix. Good Relations

Partnerships supported by the Fund are encouraged to have a broad base of community support regardless of different religious beliefs, political opinion, race or sexual orientation. Currently the Fund provides support to 19 Rural Community Transport Partnerships covering approximately 95 % of rural Northern Ireland; hence users can come from any sector of the community.

4. Conclusion

- i. The Department is of the opinion that the Fund continues to have a positive differential impact on women, those aged 11 and under, over 18s and people with a disability.
- ii. The Fund may indirectly positively impact on Roman Catholics and Nationalists but this is because of the 'make-up' of the rural population and therefore, the Department considers that no mitigation or alternatives are necessary.
- iii. The Fund is in the latter stages of a review to ascertain whether or not it has achieved or is continuing to achieve the aims and objectives laid down in 1998, when it became policy and was implemented and to how the Fund moves forward. Consideration is also being given to an overall approach for the funding of all uneconomic/socially necessary public transport services throughout Northern Ireland.

Section 75 characteristics of passengers on Ulsterbus 'Rambler' services

| Race | | Disability | | Marital Status | | Dependents | |
|-------|-------|------------|---------|----------------|---------|------------|---------|
| White | Other | With | Without | Single | Married | With | Without |
| 94% | 6% | 12% | 88% | 58% | 42% | 82% | 18% |

| Gender | | Age | |
|--------|--------|------|-----|
| Male | Female | 0-64 | 65+ |
| 39.5% | 61.5% | 61% | 39% |

Section 75 characteristics of passengers on Rural Community Transport Partnership services

| Disability | | Age | | | Gender | |
|------------|---------|-------|-------|-------|--------|--------|
| With | Without | 0-18 | 19-64 | 65+ | Male | Female |
| 19.8% | 80.2% | 47.5% | 26% | 26.5% | 41.5% | 58.5% |

1ST ANNUAL EQIA MONITORING REPORT ON

PLANNING POLICY STATEMENT 12 – ‘HOUSING IN SETTLEMENTS’ (PPS 12);

PPS 12

1. The Department published PPS 12 in July 2005. It was required to assist in the implementation of the Regional Development Strategy (RDS). The policy guidance applies to all residential development in cities, towns, villages and small settlements. It does not apply to dwellings in the countryside, except in exceptional circumstances in respect of travellers' accommodation as set out in Policy HS 3.
2. It is a material planning consideration in the preparation of development plans and also in dealing with individual planning applications. PPS 12 seeks to address the three main themes in the RDS that relate to housing – Managing Housing Growth and Distribution, Supporting Urban Renaissance; and Achieving Balanced Communities.
3. The PPS sets out procedures and processes for allocating housing land in development plans and monitoring and reviewing development plans. It also sets out principles of relevance to the development control process and specific policies related to sustainable forms of development and balanced communities.
4. PPS 12 was subject to a full EQIA. The EQIA concluded that there were positive impacts on all Section 75 groups. The EQIA and PPS are available on the internet at www.drdni.gov.uk.

5. While PPS 12 is a material consideration in dealing with individual planning applications, its primary impact will be through its influence on development plans. No development plans have been adopted by DOE since the publication of PPS 12 and, accordingly, there has been insufficient time to assess the implementation of the Policy Statement. The Department is putting systems in place to ensure that monitoring of the policy impacts can be measures.

2ND ANNUAL EQIA MONITORING REPORT ON PLANNING POLICY STATEMENT 13 –TRANSPORTATION AND LAND USE (PPS 13)

PPS 13

1. The Department published the EQIA relating to PPS 13 in February 2005.
2. PPS 13 has been prepared to assist in the implementation of the RDS. It will guide the integration of transportation and land use, particularly through the preparation of development plans and transport plans, prepared respectively by the Department of the Environment Planning Service and Department for Regional Development. It will also be a material consideration in dealing with individual planning applications and appeals.
3. The need to integrate land use and transportation is a key objective in delivering the transportation vision as set out in the RDS: “. . . *to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life*”.
4. PPS 13 sets out how transport and land use planning can be better integrated to achieve more sustainable travel patterns and better accessibility for all. The policy embodies the Government’s commitment to the provision of a modern, safe, sustainable transport system. It also addresses improved mobility for those who are socially excluded, the promotion of healthier living, and improved road safety.

5. Under Section 75 of the Northern Ireland Act 1998 (the Act) the Department is required to monitor the impacts identified in the EQIA to ensure that all objectives are being achieved. PPS 13 was subject to a full Equality Impact Assessment. The EQIA concluded that PPS 13 would produce positive benefits for the following Section 75 groups of the Act: age, gender, persons with a disability and persons with dependants. There would be no impact on religious belief; marital status; political opinion; race, and the sexual orientation categories within Section 75. There would be no impacts on good relations between persons of different religious belief, political opinion or racial group. The EQIA and PPS 13 are available on the internet at www.drdni.gov.uk/shapingourfuture.
6. While PPS 13 is a material consideration in dealing with individual planning applications and appeals, its primary impact will be through its influence on the production of development plans. No development plans have been adopted by DOE Planning Service since the publication of PPS 13.
7. The nature of PPS 13 means that there has not yet been sufficient time for the impacts of the planning policy guidance to be experienced by the groups identified by Section 75 of the Act. The Department is putting systems in place to ensure that monitoring of the policy impacts can be measured.