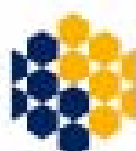


Sub-Regional Transport Plan 2015

Equality Impact Assessment
(EQIA)



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Executive Summary

Introduction

Section 75 of the Northern Ireland Act of 1998 requires the Department for Regional Development (DRD or the Department) in carrying out its functions relating to Northern Ireland, to have due regard to the need to promote equality of opportunity between:

- persons of different religious beliefs, political opinion;
- race, age, marital status or sexual orientation;
- men and women generally;
- persons with a disability and persons without; and
- persons with dependants and those without.

In addition, without prejudice to the above obligations, the Department must also, in carrying out its functions, have regard to the desirability of promoting good relations between persons of different religious belief, political opinion or race.

With effect from 1 January 2007, an amendment to the Disability Discrimination Act 1995 will require the Department, when carrying out its functions to have due regard to the need to:

- promote positive attitudes towards disabled people; and
- encourage participation by disabled people in public life.

An Action Plan setting out how the Department will fulfil this obligation is being prepared for submission to the Equality Commission by 30 June 2007.

The Department has determined that the Sub-Regional Transport Plan (SRTP) should be the subject of an Equality Impact Assessment to fulfil its obligations under the Act. The SRTP is published separately from this Equality Impact Assessment. Both documents are also available on the internet at www.drdni.gov.uk.

The Sub-Regional Transport Plan (SRTP)

The SRTP has been prepared by DRD. The Plan is based on the guidance set out in the Regional Development Strategy (RDS) and the Regional Transportation Strategy (RTS). The SRTP of Northern Ireland comprises the Other Urban Areas (OUA) (cities and towns outside the Belfast Metropolitan Area with populations over 5000) and Rural Areas. The Plan consists of proposals for transport schemes and measures for the maintenance, management and development of the OUA and Rural Areas until 2015. The SRTP proposes a number of measures for walking and cycling, public transport, and traffic and highways that will be progressed on a measure-by-measure basis throughout the Plan period subject to:

- detailed economic appraisal, where appropriate;
- clearing any relevant statutory procedures such as environmental assessment, planning and land acquisition; and
- the availability of funds through the normal budgetary processes.

The analysis of the potential impacts of the proposals included in the SRTP has led the Department to conclude that the implementation of the proposals would provide benefits across all the equality categories identified by Section 75 of the Northern Ireland Act 1998 and would have no detrimental impacts on any one group. It is considered that positive differential impacts would accrue to the following Section 75 groups:

- age;
- persons of different religious belief;
- women;
- persons with dependants; and
- persons with disabilities.

These differential impacts mainly result from the proposals in the Plan to improve the accessibility and availability of public

transport and the relatively high proportion of users drawn from these person groups.

In developing the SRTP the Department has made every effort to ensure that, where possible, positive impacts are maximised.

Further measures to enhance impacts will be identified for many of the initiatives proposed in the Plan at detailed design stage, particularly with regard to the implementation of major road schemes.

Consultation on the Equality Impact Assessment

The Draft EQIA, along with the Draft SRTP, was subject to formal consultation over a twelve week period from its publication on the 31st March 2006.

In total 57 responses¹ to the Draft SRTP were received. They were classified by organisation as follows:

- 21 from Councils;
- 10 from voluntary/community/access groups (VCA);
- 11 from professional / trade associations; and
- 15 from others which included private individuals, political parties and private companies.

Of the 57 responses a small number of consultees commented on the Draft Equality Impact Assessment. The Department however has decided to respond to all issues raised that have a potential equality implication, rather than just those received specifically on the Draft EQIA. Issues raised, which potentially have equality implications, requiring a response from the department, have been grouped by theme. The themes most frequently commented on were:

- pedestrian network/ environment;
- bus provision/ accessible vehicles;
- rural bus services;
- demand responsive transport;

¹ Consultation Process Report. Available at www.drdni.gov.uk

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- blue badge parking;
- accessible transport strategy; and
- taxis.

The SRTP has now been subject to a full Equality Impact Assessment in accordance with the DRD's Equality Scheme and the requirements of Section 75 of the 1998 Northern Ireland Act.

1. Introduction

1.1 Introduction

1.1.1. Section 75 of The Northern Ireland Act 1998 requires the Department for Regional Development (DRD or the Department) in carrying out its functions relating to Northern Ireland to have due regard to the need to promote equality of opportunity between:

- persons of different religious belief, political opinion, race, age, marital status and sexual orientation;
- men and women generally;
- persons with a disability and persons without; and
- persons with dependants and persons without.

1.1.2. In addition, without prejudice to the above obligation, the Department must also, in carrying out its functions relating to Northern Ireland, have regard to the desirability of promoting good relations between persons of different religious belief, political opinion or race.

1.1.3. Schedule 9 of the Act requires the Department to prepare an Equality Scheme, which should state, among other things, arrangements for assessing the likely impact of policies adopted or proposed to be adopted by the Department on the promotion of equality of opportunity. The Department's Equality Scheme commits it to perform an Equality Impact Assessment (EQIA) on the Sub-Regional Transport Plan (SRTP). This systematic analysis is designed to determine whether the Plan will have an adverse impact on groups or individuals and include consideration of alternative or mitigating measures, where appropriate.

1.1.4. With effect from 1 January 2007, an amendment to the Disability Discrimination Act 1995 will require the Department, when carrying out its functions to have due regard to the need to:

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- promote positive attitudes towards disabled people; and
 - encourage participation by disabled people in public life.
- 1.1.5. An Action Plan setting out how the Department will fulfil this obligation is being prepared for submission to the Equality Commission by 30 June 2007.

1.2 Sub-Regional Transport Plan (SRTP)

- 1.2.1. The Sub-Regional Transport Plan (SRTP) has been prepared by DRD. The Plan is based on the guidance set out in the Regional Development Strategy (RDS) and the Regional Transportation Strategy (RTS).
- 1.2.2. The RTS, published in July 2002, provides a framework for the future planning, funding and delivery of land-based transportation throughout Northern Ireland. The RTS outlined the development of three transport plans, the Belfast Metropolitan Transport Plan (BMTP), the Regional Strategic Transport Network Transport Plan (RSTNTP) and the SRTP. BMTP and RSTNTP were published in November 2004 and March 2005 respectively. The SRTP completes the series.
- 1.2.3. The SRTP for Northern Ireland comprises the Other Urban Areas (OUA), defined as 'cities and towns outside the Belfast Metropolitan Area with populations over 5000', and Rural Areas. The Plan consists of proposals for transport schemes and measures for the maintenance, management and development of the OUA and Rural Areas until 2015.
- 1.2.4. The SRTP includes a number of specific measures in the OUA for walking and cycling, public transport and traffic and highways. These will be progressed on a measure-by-measure basis throughout the Plan period subject to:
- detailed economic appraisal, where appropriate;

- clearing any relevant statutory procedures such as environmental assessment, planning and land acquisition; and
 - the availability of funds through the normal budgetary processes.
- 1.2.5. The Rural Areas include two distinct categories on account of the range of settlements. ‘Rural’ settlements range in size from small town to hamlet, whilst the remaining rural area consists of ‘open countryside’².
- 1.2.6. In the rural settlements integrated provision has been made for walking facilities including crossing points, and in addition, traffic calming features.
- 1.2.7. Both the settlements and the ‘open countryside’ benefit from:
- highway upgrades and improved maintenance, prioritised on road sections linking with the RSTN;
 - improved conventional bus services linking with towns; and
 - improved innovative demand responsive transport serving people living in the ‘open countryside’.

1.3 The Equality Impact Assessment

- 1.3.1. The SRTP has been developed as a comprehensive transport plan that seeks to benefit all users of the transport system.
- 1.3.2. The Plan provides for and encourages greater use of public transport and greater levels of walking and cycling. It also supports an appropriate level of movement of cars and goods vehicles which, realistically, will remain the most used mode of travel in Northern Ireland. The proposals also recognise the important role that transport can play alongside other government initiatives in helping social inclusion by

² The system of classification of settlements within the Rural Areas adopted for the SRTP is adapted from the Northern Ireland Census 2001 Key Statistics for Settlements as provided by the Northern Ireland Statistics and Research Agency (NISRA).
http://www.nisranew.nisra.gov.uk/Census/Census2001Output/KeyStatistics/ks_settlements.html

providing better access to jobs, health and leisure facilities.

- 1.3.3. The plan consists of a number of measures for walking and cycling, public transport and highways, as well as traffic management measures. These measures are prescribed individually for urban areas and in more strategic terms for the rural area. The SRTP is therefore not a single measure in terms of equality impact assessment; rather it is an aggregation of a number of measures. In order to assess the strategy as a whole, individual urban and strategic rural measures have been assessed as far as possible, and an overall assessment of their aggregated impact has been made.
- 1.3.4. This document sets out the EQIA undertaken for the SRTP in accordance with the Department's Equality Scheme and framed by the EQIA undertaken for the RTS.

1.4 Structure of the EQIA

- 1.4.1. Section 2 of this document sets out the approach to the EQIA assessment, including the screening process. Section 3 presents the consideration of available data and research, by OUA and Rural. Section 4 is a summary of assessments by Section 75 group.
- 1.4.2. Section 5 addresses mitigation and alternatives and Section 6 outlines the consultation undertaken in developing the SRTP and consultation of the EQIA. Sections 7 and 8 set out how the Department proposes to publish the results of the EQIA together with future monitoring arrangements for any adverse impacts.

2. The Approach to the Assessment

2.1 Screening - Overview

2.1.1. The Department's Equality Scheme requires that a given policy must be assessed according to its potential impact on the following Section 75 groups:

- religious belief;
- political opinion;
- gender;
- age;
- persons with disabilities;
- marital status;
- persons with dependants;
- race; and
- sexual orientation.

2.1.2. Guided by the approach adopted by the EQIAs completed for the RTS, BMTP and the RSTNTP, an initial screening exercise was undertaken. The aim of the screening process was to identify those categories where the implementation of the Plan could result in a differential impact and thereby have the potential to give rise to inequality.

2.1.3. The screening process assessed impacts across equality impact categories defined according to four modal themes, as follows:

- walk/cycle – such as walking corridors and cycle routes;
- rail – such as access improvements and refurbishment of rail stations;
- bus – such as enhanced facilities for buses, urban bus network improvements and rural demand responsive schemes; and

- highways – such as road maintenance, traffic management and network development and car parking.

2.1.4. Key assumptions according to mode and the likely impact upon equality impact categories are summarised below. Table 2.1 summarises the results of the screening exercise, having taken into account the range of potential transport initiatives contained in the SRTP.

2.2 Screening - Walking/Cycling Measures

2.2.1. The impacts of the walking and cycling measures can be summarised as follows:

- improving infrastructure may have a differential impact on age, persons with disabilities and persons with dependants particularly in relation to accessibility and safety;
- where lighting is to be improved there may be a differential impact on the gender category reflecting safety issues;
- where walkers and cyclists share the same infrastructure there may be a differential impact on the age, persons with disabilities and persons with dependants categories;
- pedestrian priority areas within towns may have differential impacts on age, persons with disabilities and persons with dependants categories in relation to access to/from other modes of transport.
- measures will have no differential impact on race, marital status and sexual orientation categories.

2.3 Screening - Rail Measures

2.3.1. The impacts of Rail Measures can be summarised as follows:

Table 2.1 - Outcome of Equality Screening Considerations

Section 75 Group Mode	Religious Beliefs	Political Opinion	Gender	Age	People with Disabilities	Marital Status	People with Dependents	Race	Sexual Orientation
Walk/Cycle	--	--	X	X	X	--	X	--	--
Rail	X	X	X	X	X	--	X	X	--
Bus	X	X	X	X	X	--	X	X	--
Highway	X	X	--	X	X	--	X	--	--
Equality Impact Assessment Needed?	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No

X indicates potential Differential Impact

-- indicates a Neutral Impact

- measures will usually have differential impact on the age, gender, persons with disabilities, and persons with dependants categories. These differential impacts reflect issues of usage levels and accessibility;
- area or location specific measures have the potential to have a differential impact on religious belief and political opinion categories;
- issues relating to the provision of information in English for users whose first language is not English may have a differential impact on the race category; and
- measures will have no differential impact on marital status and sexual orientation categories.

2.4 Screening - Bus Measures

2.4.1. The impacts of Bus Measures can be summarised as follows:

- measures will usually have differential impact on the age, gender, persons with disabilities, and persons with dependants categories. These differential impacts reflect issues of usage levels and accessibility;
- area or location specific measures have the potential to have a differential impact on religious belief and political opinion categories;
- issues relating to the provision of information in English for users whose first language is not English may have a differential impact on the race category; and
- measures will have no differential impact on marital status and sexual orientation categories.

2.5 Screening - Highway Measures

2.5.1. The impacts of Highway Measures can be summarised

as follows:

- area or location specific measures have the potential for differential impact on religious belief and political opinion categories;
- where measures include through passes, road widening, facilities for pedestrians and accident remedial initiatives there may be a differential impact on the age, persons with disabilities and persons with dependants, reflecting issues of accessibility and safety;
- measures will have no differential impact on gender, race, marital status and sexual orientation.

2.6 Screening - Conclusions

- 2.6.1. The screening exercise identified a potential differential impact on seven of the nine Section 75 categories; religious belief, political opinion, race, gender, age, persons with disabilities and persons with dependants. The EQIA considers impacts of the SRTP proposals on these seven categories.
- 2.6.2. A neutral impact was identified in relation to marital status and sexual orientation categories. For this reason these categories have been screened out of the SRTP assessment.
- 2.6.3. Other measures that are included in the SRTP but have not been assessed in this EQIA are Fuel Duty Rebate, Concessionary Fares, Other NITHC Costs, Transport Programme for People with Disabilities, Promoting Sustainable Modes and the Decriminalisation of Parking Enforcement (DPE).
- 2.6.4. Of these existing programmes the Concessionary Fares scheme and the Transport Programme for People with Disabilities have been the subject of separate EQIAs. DPE was deemed not to require a full EQIA after the initial screening process whilst the remaining three measures were included in the EQIA carried out in respect of the RTS.

3. Consideration of Available Data and Research

3.1 Introduction

3.1.1. This section outlines the data sources that have been used to inform the analysis of the measures proposed in the SRTP. Following this there is an assessment of the impacts of proposed measures (relating to walking, cycling, rail, bus and highways) on the OUA. Finally there is an assessment of the impacts of proposed measures on Rural Areas (relating to walk, bus and highways).

3.2 Data Sources

3.2.1. The data sources that have been used in the analysis of the impacts of the proposals included in the SRTP are summarised in table 3.1 below.

Table 3.1 - Information Sources

Religion (Community Background ³)	2001 Census – Table KS07b
Gender	2001 Census – Table KS01 2005 Mid Year Population Estimates
Age	2001 Census – Table KS02 2005 Mid Year Population Estimates
Dependants	2001 Census – Tables KS08 and KS21
Disability	2001 Census – Table KS08
Political Opinion	No comparable data available

3.2.2. Public transport user profiles have been extrapolated

³ The 2001 Census Community Background variable, rather than the Religion variable has been used to assess the equality effects on the Religious Beliefs category, following guidance from NISRA. The Community Background variable records a person's current religion, if any, or the religion brought up in for those people who do not regard themselves as currently belonging to any religion and for this reason, has a higher response rate than the Religion variable.

from Translink's 2004 customer satisfaction surveys.

- 3.2.3. In most cases in the 'assessment of impacts' section where data has been drawn upon the comparison has been between the selected number of OUA and all 29 OUA's. However in a limited number of cases a figure for Northern Ireland as a whole has been provided, this is for information purposes only.
- 3.2.4. The development of the SRTP has been informed by 'pre-consultation', which was undertaken, to varying degrees, by each of the three Roads Service Divisions, namely Southern, Western and Northern Division. Pre-consultation included meetings with focus groups and questionnaires issued to groups including Police, Translink, Education and Library Boards and the local Blind Centre.
- 3.2.5. The SRTP document has also been informed by the consultation undertaken by DRD on transport problems and issues in developing the RTS and RSTNTP.
- 3.2.6. The transportation initiatives within the SRTP will achieve benefits for all Section 75 groups, as identified in the screening exercise reported in the previous chapter. The following paragraphs indicate the different degrees of potential benefit between groups.

3.3 Assessment of impacts - Other Urban Areas

Walking Measures

- 3.3.1. Walking measures have been proposed for all 29 OUA. There are therefore no differential impacts across the SRTP area.
- 3.3.2. Proposals to provide a walk network of improved quality and continuity in all 29 towns will improve walking infrastructure generally. Infrastructure improvements, such as wider footways and additional crossings will improve safety and accessibility, and will be beneficial for persons with disabilities, young people, women, older people and persons with dependants.
- 3.3.3. Improvements in infrastructure on access and egress routes to and from bus and rail stations will potentially

benefit all the groups mentioned above as well as public transport users and potential users.

Cycling Measures

- 3.3.4. Cycling measures have been proposed for all 29 OUA. There are therefore no differential impacts across the SRTP area.
- 3.3.5. Cycle schemes have been included to complement existing facilities (some towns already have established cycle infrastructure) and to link key generators and attractors (such as schools, health care facilities, residential areas and town centres). The implementation of these schemes will improve conditions for cyclists and potential cyclists generally.
- 3.3.6. Proposals will have the effect of improving access to public transport facilities, services and facilities for all cyclists and potential cyclists and is likely to positively impact on public transport users, young people and males⁴ respectively.
- 3.3.7. Cycle proposals which propose a 'shared surface' (for both cyclists and pedestrians) may impact on older people, persons with disabilities and persons with dependants, however impacts will be mitigated through good quality design.

Rail Measures

- 3.3.8. Access improvements at/to rail stations have been proposed for all rail stations. There are therefore no differential impacts across the SRTP area. However, where measures include the refurbishment of, or construction of new rail stations, demographic data has been included in the analysis.
- 3.3.9. Access improvements at/to rail stations such as wheelchair access and accessible toilets will benefit all rail users. Persons with disabilities, older people and persons with dependants will particularly benefit from these improvements.

⁴ As stated in EQIA for BMTP

- 3.3.10. The refurbishment or construction of a new rail station in Newry was selected due to the fact that it is located on the Belfast to Dublin line and is widely used by passengers. Existing facilities are very poor and need to be replaced. These improvements will increase the attractiveness of rail travel. Therefore this will benefit not only existing rail users, who are more likely to be females and people aged 18-49⁵ (see Table 3.2) but also potential new users.

Table 3.2 - Profile of Rail Passengers (2004)

	Age (%)						Gender (%)	
	16-17	18-24	25-34	35-49	50-64	65+	Male	Female
Northern Ireland Railways (all routes)	6	35	21	17	10	10	46	54
NI Population – 2005 Mid year population estimates	4	13	17	28	21	18	49	51

Source: Northern Ireland Railways, 2004 & 2005 Mid Year Population Estimates NI

- 3.3.11. The new station at Newry is likely to benefit people in the local area.
- 3.3.12. The city of Newry has a population of 19,865, of which 91% are Catholic (compared with 8% Protestant/other Christian). The population characteristics of Newry, in terms of Community Background, are shown in Table 3.3 below. This table clearly shows that there will be a differential positive impact, favouring the Catholic community.
- 3.3.13. It is considered that, on balance, the differential impact is not overly significant due to the relatively low proportion of the population that use the Northern Ireland rail network.

⁵ It should be noted for legal reasons, the Northern Ireland Railways rail user survey is restricted to include passengers aged 16 and over. Therefore no information on the use of rail by people aged 15 or under is available. However, it is likely that children travel to/from school by rail.

Table 3.3 - Community Background Percentages of Newry where a New Rail Station is Proposed

	Community Background (%)	
	Catholic	Protestant/Other Christian
Newry	91	8
Northern Ireland	44	53

Source: Census 2001

Bus Measures

- 3.3.14. Proposals for enhanced facilities for buses have been proposed for all 29 OUA. There are therefore no differential impacts across the SRTP area. As with rail, where measures include the refurbishment or construction of new bus stations, demographic data has been included in the analysis.
- 3.3.15. Proposals for enhanced facilities for buses include provision of new stops and shelters and bus boarding facilities in all of the 29 towns. This is considered to produce no differential impact.
- 3.3.16. The refurbishment of bus stations is likely to benefit people in the local area. These proposals are located on the strategic network where Translink will require new or refurbished bus stations to service their current, as well as future, operational demands and business needs. Table 3.4 shows in percentage terms the community background characteristics of populations in those towns where it is proposed to provide new or enhanced bus stations.

Table 3.4 - Community Background Percentages in Towns where New or Enhanced Bus Stations are Proposed

Proposed Station	Community Background (%)	
	Catholic	Protestant/ Other Christian
Antrim	33	63
Banbridge	38	60
Downpatrick	86	12
Lurgan	50	49
Portrush	24	71
Strabane	93	6
Total of above towns	52	45
Total of all OUA	53	45
Northern Ireland	44	53

Source: Census 2001

3.3.17. The data above suggests that the bus station improvements would have a positive differential impact on the Catholic community, when compared to the Northern Ireland population as a whole. However, when data for the selected towns is compared against data for all 29 OUA the situation is reversed with the Protestant community experiencing a positive differential impact.

Highway Measures

3.3.18. As highway schemes have not been developed for all 29 OUA it has been necessary to draw a comparison of demographic data for the 26 towns/cities for which there are measures against the 29 OUA as a whole. For other measures, such as roads maintenance where there is no geographical element, assessment has been undertaken at the higher level.

3.3.19. Highway proposals have been developed using traffic modelling programmes, which were informed by detailed survey work, traffic counts, demographic data and land use proposals. The outputs identified from the traffic modelling process were that highway improvements would be required during the course of the plan. It is on

this basis that highway proposals were generated and are proposed for 26 of the 29 towns/cities.

- 3.3.20. No proposals have been included for Ballycastle, Portrush and Portstewart as no significant highway problems were identified through the survey work.
- 3.3.21. The SRTP highway proposals may have a differential impact on the religious belief and political opinion categories as schemes are location specific. Other measures, such as routine roads maintenance will be implemented Northern Ireland wide, will have no differential impact.
- 3.3.22. The population demographics in Table 3.5 show that there are no significant differences between the 26 towns for which there are proposals and the 29 OUA as a whole. Therefore there are no significant equality issues to be addressed.

Table 3.5 - Demographic Comparisons for Highway schemes

		OUA with proposed highway schemes (26 towns)	All OUA (29 towns)
Gender (%)	Male	48	48
	Female	52	52
Age (%)	<16	25	25
	16-17	3	3
	18-24	9	9
	25-64	51	51
	65+	12	12
Dependents (%)	Households with dependent children	39	38
	Persons who provide unpaid care	10	10
Community Background (%)	Catholic	53	53
	Protestant/ Other Christian	43	45
	Other Religions/ philosophies	0	0
	None	2	2
Disability (%)	Limiting Long-term illness	21	21

Source: Census 2001

3.3.23. It is proposed that parking measures be applied in order to control the availability of short and long stay parking in towns/cities. As parking strategies have been developed for each of the 29 OUA there is no differential impact.

3.3.24. The EQIA, undertaken by Roads Service, on the Operation and Management of Off-Street Car Parks⁶ concluded “the provision and operation of off-street car parks impacts positively on all Section 75 Groups. Potential positive differential impacts have been

⁶ Equality Impact Assessment into the Operation and Management of Off-Street Car Parks. Roads Service, DRD.

identified for the following groups:

- age;
- persons with a disability; and
- persons with dependants”.

3.3.25. The Department has also recently conducted a public consultation exercise on a draft Policy for the introduction of Residents' Parking schemes in Northern Ireland. The draft Policy provides a framework to allow Roads Service to introduce Residents' Parking schemes as a form of parking control. A Section 75 Equality of Opportunity Screening Analysis was undertaken prior to the consultation exercise which screened out the policy in relation to the need for a full equality impact assessment. However, although the consultation exercise was to explore the workings of the policy rather than the equality aspects of it, the Department will reconsider the screening exercise in light of the responses received.

3.3.26. Such measures, coupled with the implementation of Decriminalised Parking Enforcement (DPE) will result in better control and regulation of parking provision and will be of benefit to all highway users. The screening exercise that was carried out on the consultation document on proposals to decriminalise parking offences⁷ concluded that a full EQIA was not required.

3.3.27. In addition, the provision of dedicated blue badge parking bays in car parks, will have a differential positive impact on persons with disabilities.

3.4 Assessment of Impacts - Rural

Walking Measures

3.4.1. Within rural settlements it is proposed that, where practicable, there will be continuous footways throughout the built-up area including links to any schools. In addition, where practicable, continuous footway will be

⁷ Parking Enforcement in Northern Ireland – A consultation document on proposals to decriminalise parking offences. August 2003.

provided to link residential development or community facilities on the edge of the settlement to the built-up area. It is also proposed that appropriate crossing facilities will be provided, where practicable. This will be beneficial for people with disabilities, young people, women, older people and people with dependants. These proposals have not been extended to open countryside due to the dispersed nature of these areas.

- 3.4.2. Over all walking measures will have a differential positive impact on people living in Rural Areas due to the relatively large and dispersed nature of the rural area.

Bus Measures

- 3.4.3. Bus stop facilities such as the provision of service information and kerb build-outs to facilitate ease of access, are proposed for all rural settlements. Improvements to public transport infrastructure will benefit all public transport users and potential public transport users in these rural settlements.
- 3.4.4. Innovative demand responsive transport, which is proposed for the whole rural area including open countryside, and the continuation of the Rural Transport Fund will be of benefit to all rural dwellers.
- 3.4.5. When viewed across the whole rural area bus measures will have a differential positive impact on rural dwellers due to the relatively large and dispersed nature of the rural area.

Highway Measures

- 3.4.6. Appropriate traffic calming measures on the main roads taking account of the different priorities of pedestrians and vehicular traffic will be implemented in all rural settlements. Measures will be employed on a needs basis. This will benefit all highway users in Rural Areas. There are therefore no differential impacts across the SRTP area.
- 3.4.7. Improved linkages to the Regional Strategic Transport Network and ongoing Highway maintenance will be beneficial for all rural dwellers.

- 3.4.8. As with other rural measures, highway measures, when viewed across the whole rural area will have a differential positive impact on rural dwellers due to the relatively large and dispersed nature of the rural area.

4. Summary of Assessment by Section 75 Group

4.1 Religious Belief

- 4.1.1. The implementation of proposals included in SRTP will, according to the analysis undertaken, produce differential positive impacts. Principally proposals for new or enhanced rail stations, new or enhanced bus stations and highway improvements will benefit the catholic community. This is as a result of the location of proposals and the geographic distribution of the Northern Ireland population in these areas.
- 4.1.2. It is however important to note that the majority of proposals in the SRTP will have benefits beyond their local area, therefore benefiting residents of all Religious Beliefs.

4.2 Gender

- 4.2.1. Both men and women will experience positive impacts of the policies proposed. There may be a positive differential impact, on females due to investment in public transport. Table 4.1 shows that more females than males use public transport in Northern Ireland.

Table 4.1 - Gender Profile of Public Transport Users

	NI 2005 Mid Year Population Estimates (%)	Ulsterbus (all routes) (%)	Rail (all routes) (%)
Male	49	45	46
Female	51	55	54

Source: Translink 2004

4.3 Age

- 4.3.1. The analysis suggests that there will be a differential positive impact on the age category, with younger people and older people benefiting most significantly. This is due to proposals such as making it easier to walk and cycle, and public transport improvements. Similarly, highway improvement schemes and improvements to cycling infrastructure will particularly benefit younger people as '40% of pedestrians killed or seriously injured are children'⁸ and 50% of cyclists killed or seriously injured are children.
- 4.3.2. For proposals such as a 'shared surface' (for both cyclists and pedestrians), or highway proposals (such as road widening) older people may experience a negative differential impact as a result of safety problems or access difficulties. These impacts will however be mitigated through good quality design, signing and education.

4.4 People with Disabilities

- 4.4.1. The implementation of proposals in the SRTP will result in a differential positive impact on people with disabilities (approximately 20%⁹ of the Northern Ireland population). Proposals such as access improvements to bus and rail stations, demand responsive transport in Rural Areas and improvements in walking infrastructure will have a positive impact on persons with disabilities.
- 4.4.2. As with older people 'shared surface' proposals (shared footways and cycle tracks) may have a negative impact on people with disabilities. Mitigation for this is outlined in the 'Age' category.
- 4.4.3. In developing the SRTP the Department has been aware of the importance of, and our commitment to, the Accessible Transport Strategy (ATS)¹⁰. This has meant that the relationship with the ATS has been considered

⁸ NI Roads Safety Strategy 2002- 2012, DOE, November 2002

⁹ 2001 Census Northern Ireland

¹⁰ Accessible Transport Strategy for Northern Ireland 2015, DRD, April 2005

throughout the development of the SRTP.

4.5 People with Dependants

- 4.5.1. Implementation of the SRTP will have a differential positive impact on persons with dependants, this includes those with children and those caring for persons with disabilities. The most significant benefits will arise from access improvements to bus and rail stations, schemes making it easier and safer to walk, and demand responsive bus services in Rural Areas.
- 4.5.2. As previously highlighted in the 'Age' and 'Persons with Disabilities' categories, persons with dependants may experience a negative differential impact in areas where a 'shared surface' is proposed, these impacts will be mitigated as outlined in the 'Age' section.

4.6 Race

- 4.6.1. It is acknowledged that the provision of information in English for users whose first language may not be English may have a differential impact on the race category.
- 4.6.2. It is proposed that this impact will be mitigated by the commitment from the Northern Ireland Transport Holding Company (NITHCO) "to make sure that all this information is fully accessible". Further details of this are provided in section 5 of this document.

5. Mitigation/ Alternatives

5.1 Introduction

5.1.1. This section outlines how alternatives were considered during the development of SRTP, and how the Department propose to mitigate any potential negative impacts of SRTP proposals.

5.2 Mitigating Factors

5.2.1. The SRTP has been developed based on the guidance set out in the RDS and the RTS. The SRTP, in so far as has been possible, adheres to the modal funding as set out in the RTS, and includes many of the transport measures outlined in it.

5.2.2. The SRTP, as was the case with the RTS, has been developed within a framework that ensures a wide range of alternative options were considered. This has provided clear guidance for the formulation of the Plan. Furthermore, the RTS was subject to an Equality Impact Assessment at a Northern Ireland wide level.

5.2.3. Highway schemes that have been included in the SRTP have been selected on the basis of the Government's five key criteria for transport appraisal of environment, safety, economy, accessibility and integration, and take into account new Targeting Social Need (TSN), subsequently replaced by the Anti Poverty Strategy, considerations. The impact of this will be to improve travel conditions for all people of Northern Ireland.

5.2.4. It is expected that many of the proposals set out in the SRTP will impact wider than just the immediate surrounding area, this will again have benefits, or potential benefits for all travellers.

5.2.5. Every effort has been made, whilst developing the SRTP to ensure that where a potential negative impact has been identified, it has been mitigated. Where a negative impact is identified further mitigation is proposed through the design process.

5.2.6. In developing the SRTP the Department has made every effort to ensure that, where possible, positive impacts are maximised, as follows:

- The initiatives presented in the SRTP follow the guidance in the RTS and are in line with its aims and objectives. The SRTP adheres as far as possible to the modal distribution of funding set out in the RTS and includes many transport measures proposed by it;
- Consultation has formed a key element in formulating the SRTP and areas of concern highlighted by stakeholders have been taken into account in the preparation of the Plan;
- The Plan will produce positive benefits for those with special transport needs mainly through the public transport initiatives and measures which make it easier to walk. People with disabilities will benefit as will others with reduced mobility or those who help them, for example, older people or carers; and
- Issues in relation to the provision of information for bus and rail which potentially will have a differential impact on people whose first language is not English, persons with learning disabilities or persons with low levels of literacy are addressed in the Equality Scheme produced by NITHCo¹¹. NITHCo have a commitment to “make sure that all this information is fully accessible by:
 - publishing everything in a timely manner;
 - making the language as clear as possible;
 - making documents available, on request, in alternative formats such as Braille, disk and audio cassette;
 - making documents available, on request, in minority languages for those who may have difficulties with information provided only in English; and

¹¹ Northern Ireland Transport Holding Company Equality Scheme. September 2004.
<http://www.translink.co.uk/nithcequalityscheme.asp>

- giving extra consideration to the needs of young people and people with learning disabilities”.

5.2.7. Further measures to enhance impacts will be identified for many of the initiatives proposed in the Plan at detailed design stage, particularly with regard the implementation of major road schemes.

6. Consultation and Policy Decision

6.1 Introduction

6.1.1. The development of the SRTP has been informed by the consultation process that has included meetings with local councils, Roads Service Divisional staff, some local groups, and targeted questionnaires.

6.1.2. The document has further been informed by previous consultation undertaken by DRD on transport problems and issues in developing the RTS, RSTNTP and the ATS.

6.2 Consultation on the Equality Impact Assessment

6.2.1. The Draft EQIA, along with the Draft SRTP, was subject to formal consultation over a twelve week period from its publication on the 31st March 2006.

6.2.2. A copy of the Draft EQIA was sent to those who had already participated in the consultation process and to representatives of those equality categories upon which it is considered the SRTP will have an impact. In addition, an Executive Summary was issued to all other consultees listed in the Department's Equality Scheme (See full list of consultees in Appendix A).

6.2.3. To facilitate the consultation, a number of workshops were held with parties that expressed an interest in actively participating process.

6.2.4. In total 57 responses¹² to the Draft SRTP were received. They were classified by organisation as follows:

- 21 from Councils;
- 10 from voluntary/community/access groups (VCA);
- 11 from professional / trade associations; and
- 15 from others which included private individuals, political parties and private companies.

¹² Draft SRTP - Report on Consultation Process Report (June 2007). Available at www.drdni.gov.uk

- 6.2.5. Each response was broken down into separate individual comments from the consultee's submissions. This was carried out to facilitate a detailed assessment of all the information submitted to the SRTP Project Team. From the 57 responses received, the breakdown resulted in over 1000 individual comments being generated, distributed across the consultee classification.
- 6.2.6. Of the 57 responses a small number of consultees commented on the Draft Equality Impact Assessment. The Department however has decided to respond to all issues raised that have a potential equality implication, rather than just those received specifically on the Draft EQIA. Issues raised, which potentially have equality implications, requiring a response from the Department, have been grouped by theme. The themes most frequently commented on were:
- pedestrian network/ environment;
 - bus provision/ accessible vehicles;
 - rural bus services;
 - demand responsive transport;
 - blue badge parking;
 - accessible transport strategy; and
 - taxis.
- 6.2.7. The comments received and the Department's response, including details of changes made to the final SRTP, can be seen in the Table 6.1. It should be noted that, impacts as outlined in Section 3 of this report remain unchanged as a result of the consultation process.

Table 6.1 Issues Raised by Consultees

	Topic	Respondent ¹³	Department's response
1	Pedestrian Network/ Environment: <ul style="list-style-type: none"> • Proposals welcomed; • Plan should reflect the Northern Ireland Walking Action Plan (which makes reference to “access for all”); • Concern that no standards are set in the plan; • All street furniture should be removed from streets, footpaths and town centres; • Improvement in construction necessary; • Information on the use of tactile surfaces should be distributed; • A thorough review of the need for dropped kerbs is necessary; • Review street lighting on a wider basis; • Audio signals on crossings must have regular maintenance 	1, 6, 7, 8, 10, 12, 13, 14	The SRTP now includes explicit reference, in Section 5.4 to “Access for All”, which is an underlying principle of the Northern Ireland Walking Action Plan, and “Inclusive Mobility – a guide to best practice on access to pedestrian and transport infrastructure.” DRD Roads Service Policy & Procedure Guidance Note on the ‘Use of Tactile Paving surfaces’ is publicly available. Issues regarding maintenance and upgrade of infrastructure to improve accessibility are noted.
2	Shared pedestrian and cycle facilities: <ul style="list-style-type: none"> • Shared facilities should only be used 	7, 12, 14	The Department acknowledge the potential difficulties presented by shared

¹³ Appendix B contains a list of all the respondents who made comments relevant to this EQIA.

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	Topic	Respondent ¹³	Department's response
	<p>where there is no alternative;</p> <ul style="list-style-type: none"> Concern at the prospect of shared walk/ cycle facilities. 		<p>surface and have made a commitment to mitigate (in so far as is possible) through the design process. See mitigation section of EQIA.</p>
3	<p>Bus Provision/ Accessible vehicles:</p> <ul style="list-style-type: none"> Welcome the proposals to improve services in town and cities; Welcome the introduction of minimum standards for services; Bus replacement programme welcomed; All forms of transport must be fully accessible; Plan should state that fully accessible also includes the provision of audio/ visual information; Department must make it clear that they are committed to improving the accessibility of mainstream transport; More information required on how decisions were reached on the service levels for each area; and Important to explore opportunities for routes. 	6, 7, 11, 13, 14	<p>Text of SRTP amended to clearly state that buses will be 'fully accessible' (Sections 5.7 and 7.2). These words reflect the Accessible Transport Strategy.</p> <p>PSV Accessibility Regulations (2000) require all scheduled bus and coach services be fully accessible by 2017 and 2022 respectively. The Department is working toward achieving this.</p> <p>Proposed operating periods for enhanced bus services have been largely determined by population and size of each town, balancing levels of service with the cost of subsidy to the Department.</p> <p>Bus routes will join residential areas to town centres, main shopping centres and</p>

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	Topic	Respondent ¹³	Department's response
			places of work and will be kept up to date, (see Section 5.7).
4	<p>Bus Stops:</p> <ul style="list-style-type: none"> • Welcome the use of the bus stop design guide; • It should be made clear that raised kerbs allow better access to buses for a range of users; • Outside town centres, the citing of bus stops must also be carefully considered; and • Bus based park and ride must be accessible. 	7, 13, 14	<p>The DRD Road Service 'Revised Bus Stop Design Guide' was published in October 2005. It is available on the Roadsni website, or by contacting Roads Service. The guide is based on current best practice.</p> <p>Park and Ride facilities will be accessible. No change to SRTP.</p>
5	<p>Bus station refurbishment:</p> <ul style="list-style-type: none"> • Proposals welcomed; • Need to ensure accessibility ; and • Concern over timescale for implementation. 	4, 7, 14	<p>SRTP text amended to highlight that all bus station improvements will be designed to ensure full accessibility (see Section 5.7).</p> <p>NITHC/ Translink Corporate Plan indicates possible timescales for implementation.</p>
6	<p>Rail infrastructure improvements:</p> <ul style="list-style-type: none"> • Proposals welcomed; and • Wording should reflect desire to achieve 	14	<p>SRTP text amended to reflect Department's commitment to improving access for all users and the resulting</p>

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	Topic	Respondent ¹³	Department's response
	best practice.		compliance with the Disability Discrimination Act (see Section 5.8).
7	<p>Rural Bus Services:</p> <ul style="list-style-type: none"> Proposals are welcomed; Rural services are socially necessary; Strongly object to restricting the number of journeys per month that people with disabilities, living in rural areas can use; Confusion as to what the proposal actually is; and Coordination of routes and timetabling of public and community transport must be improved. 	4, 8, 9, 10, 13	<p>Working within the financial constraints set down by RTS there is a need to balance cost to the Department and passenger demand. In some smaller towns and settlements, DRT initiatives will be considered if conventional bus services prove not viable. SRTP references to minimum service levels have been amended (see Section 7.3).</p> <p>The request for the co-ordination of public and community transport routes and timetables to be improved is noted. However, in general, it will not be possible to co-ordinate fixed route services with DRT or other services of an 'ad hoc' type.</p>
8	<p>Demand Responsive Transport:</p> <ul style="list-style-type: none"> Proposals welcomed; Concern over level of funding; Concern over minimum service level in 	4, 5, 7, 8, 9, 10, 13, 14	SRTP outlines (see Section 7.3) that the future roll out of DRT initiatives in Rural Areas will be determined by the evaluation of existing schemes (including

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	Topic	Respondent ¹³	Department's response
	<p>open countryside;</p> <ul style="list-style-type: none"> • Need for greater commitment; • Need for further information on plans; and • Concern over the design of services. 		<p>the Rural Rover services and the new door-to-door services in OUA) and possible further pilot studies.</p>
9	<p>Rural Community Transport Partnerships (RCTP) / Rural Transport Fund:</p> <ul style="list-style-type: none"> • Role of Partnerships; • Future role of partnerships; • Funding issues; • Review of RTF an opportunity to give RCTPs a pivotal role; and • Coordination of routes and timetabling of public and community transport must be improved. 	4, 7, 11, 13	<p>SRTP text amended to recognise the role that existing Rural Community Transport Partnerships have to play, particularly in meeting the transport needs of mobility impaired residents in the smaller towns (see Section 5.7) and in Rural Areas (see Section 7.2).</p> <p>The future role of RCTPs will be determined by the current review of the Rural Transport Fund (see Section 7.2).</p> <p>The request for the co-ordination of public and community transport routes and timetables to be improved is noted. However, in general, it will not be possible to co-ordinate fixed route services with DRT or other services of an 'ad hoc' type.</p>

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	Topic	Respondent ¹³	Department's response
10	<p>Location of Car Parking:</p> <ul style="list-style-type: none"> • Locations must be accessible to people with limited mobility. 	2, 6, 13	SRTP makes explicit reference to the problems faced by older people and people with disabilities when parking (see Section 3.4).
11	<p>Blue Badge Parking:</p> <ul style="list-style-type: none"> • Importance of blue badge to be acknowledged; • Blue badge scheme to be the only permit used; • Needs of blue badge permit holders must be catered for; and • Blue badge holders should not be disadvantaged by the introduction of any new parking schemes or charging policies. 	3, 6, 7, 8, 9, 10, 14	<p>Additional reference to Blue Badge scheme added to SRTP at Sections 3.4 and 5.5.</p> <p>The issue of blue badge holders needing separate permit in order to park/ access 'restricted zones' within in some towns has recently been clarified by the Department, working along side disability action. The process has been simplified.</p> <p>The SRTP proposes town centre parking strategies which, subject to local confirmation of need, increase exclusive provision for blue badge vehicles.</p>
12	<p>Door-to-Door Services:</p> <ul style="list-style-type: none"> • Criteria used to identify areas chosen for services; • Section 3.4.9 should be re named; and • Proposal for one return journey 	4, 7, 8	<p>New door-to-door services are being introduced in those towns with a population of 10,000 or more. Section 3.4.9 which appeared in Draft SRTP has been repositioned in Section</p>

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	Topic	Respondent ¹³	Department's response
	unsatisfactory.		5.7 under the sub-title 'Transport Programme for People with Disabilities' Proposal to introduce a minimum level of door-to-door have been removed (see Section 5.7).
13	Transport Programme for People with Disabilities.		SRTP amended (see Section 5.7).
14	Shopmobility: <ul style="list-style-type: none"> • Role of shopmobility; • Note where shopmobility, funded by the Department, currently operates • Should be more widely available; and • Shopping developments should make provision for shopmobility. 	6, 7, 8, 11	SRTP includes reference to shop mobility included in text under 'Transport Programme for People with Disabilities' (see Section 5.7).
15	Decriminalisation of parking enforcement (DPE): <ul style="list-style-type: none"> • Measures should not be designed in such a way as to create barriers for people with disabilities and older people; • Presents an opportunity to tackle illegal parking which prevents the effective operation of the blue badge scheme; and 	7, 14	SRTP includes specific reference to DPE, which was introduced on 30 October 2006. DPE will tackle all forms of illegal parking.

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	Topic	Respondent ¹³	Department's response
	<ul style="list-style-type: none"> Essential that a clamp down on parking on parking on pavements becomes a central part of DPE. 		
16	<p>Concessionary Fares Scheme:</p> <ul style="list-style-type: none"> Forthcoming review welcomed; Disappointing that SRTP does not examine how resources allocated in the scheme could be better used; There should be more flexibility in the scheme; and Examples from other parts of the UK should be looked at. 	7, 12, 13, 14	The SRTP refers to the review of the concessionary fares scheme scheduled for 2007, in Section 8.5. The scope and remit of the review are outside the remit of SRTP.
17	<p>Accessible Transport Strategy:</p> <ul style="list-style-type: none"> More references should be made to the ATS; and Welcome the identification of the policy context to the ATS. 	7, 8, 9, 11, 13, 14	The ATS has been a key consideration in the development of SRTP. The SRTP includes explanation of the ATS role including reference to the most relevant key objectives in Section 2.3. The ATS is also referred to in the studies of the OUA in Section 3.1.
18	More references to People with disabilities, older people, children and people on low income needed:	7, 8, 11, 13	Where appropriate explicit references to user groups have been made in the document, especially in connection with

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	Topic	Respondent ¹³	Department's response
	<ul style="list-style-type: none"> • Very limited specific reference to older people; and • A target should be set specifically for providing services for older people. 		problems (see Sections 3.4 and 4.4) and solutions (Chapters 5 and 7). However, the SRTP attempts to mainstream these issues, therefore making it inappropriate to continuously refer to specific user groups.
19	Mainstreaming of needs of people with disabilities.	6, 7	See Issue 18 above.
20	Need to target children and young people to encourage them to use public transport.	12	SRTP includes explicit reference to the Safer Routes to Schools initiative (see Section 7.2) The initiative aims to reduce the need for children to be driven to school by providing and promoting the use of safer routes for walking and cycling to schools. Additional explicit reference to the Travelwise initiative added in Section 8.4.
21	Travel Training: <ul style="list-style-type: none"> • Plan should contain a commitment to develop a future strategy for travel training. 	14	Travel training is outside the scope of SRTP. The ATS does however contain a policy in relation to travel training. No change to SRTP.
22	Need to acknowledge the barriers faced by	7, 8, 10, 14	Where appropriate, SRTP has added

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	Topic	Respondent ¹³	Department's response
	<p>people with disabilities in both urban and rural areas:</p> <ul style="list-style-type: none"> • Department has not shown an awareness of barriers presented by the current transport system to older people and people with disabilities; and • Similar difficulties are experienced by older people and people with disabilities in both urban and rural areas. 		<p>references to barriers faced by people with disabilities (see Sections 3.4 and 4.4).</p>
23	<p>Lack of data available on travel patterns of people with disabilities.</p>	6	<p>It is accepted that there is a lack of relevant data, however the Department endeavours to work with the data available. Northern Ireland Statistics and Research Agency (NISRA) Central Survey Unit are currently undertaking a Northern Ireland survey on Activity Limitation and Disability. It is hoped that this data, when available, will be valuable in developing/ reviewing policy in the future. No change to SRTP.</p>
24	<p>Consultation:</p> <ul style="list-style-type: none"> • Consultation period difficult for groups that meet quarterly; 	6, 7, 8	<p>The Draft SRTP was the subject of a 12 week consultation period (from 31st March to 23rd June 2006). This duration</p>

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	Topic	Respondent ¹³	Department's response
	<ul style="list-style-type: none"> • Earlier contact should be made with groups representing disabled people; • Commending the Department for pro active consultation; and • Community forums should established with the focus on transport and mobility. 		<p>of consultation is considered good practice, and is in excess of the 8 week statutory minimum.</p> <p>The Department acknowledges that earlier contact could have been made with relevant groups. The Department remains committed to ATS P04A01 which says Government will consult with older people and people with disabilities and their representative organisations. The principal point of contact for this will continue to be IMTAC.</p> <p>No change to SRTP</p>
25	<p>Information available in alternative formats/ provision of accessible information:</p> <ul style="list-style-type: none"> • Welcome the clear advertisement of availability of alternative formats; • Was any thought given to producing the document in an easy to read format? • Would be useful to set standards for the provision of information; • Public Transport information should be 	7, 8, 13, 14	<p>The 'Contacting Us' page, which appears behind the front cover of the SRTP states should individuals require the document in an accessible format such as braille, audio tape, minority ethnic language etc. they should contact the SRTP team. Two audio versions of the Draft SRTP were supplied during the consultation period. No other requests were received. The</p>

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	Topic	Respondent ¹³	Department's response
	<p>made available in languages other than English;</p> <ul style="list-style-type: none"> • Poor information is a major barrier to accessing transport for older people; and • Department should be at the fore in the promotion of information in accessible formats. 		<p>Department is committed to facilitating requests for information in an accessible format. No change to SRTP.</p> <p>Translink have produced the Ulsterbus Foyle Guide in Portuguese and the Ulsterbus Smartlink promotion leaflet in both Polish and Portuguese.</p> <p>Translink are looking at the possibility of producing other material in Polish and Portuguese.</p>
26	<p>Need to consider the “whole of journey” approach:</p> <ul style="list-style-type: none"> • Transport chains; and • Support for improvements that make every link in a journey accessible for all passengers. 	6, 7, 11	<p>The ATS, which strongly emphasises the “whole of journey” approach has been a key consideration in the development of SRTP. The SRTP includes explicit reference to ‘transport chains’ in connection with problems (see Section 3.4).</p>
27	<p>Taxis:</p> <ul style="list-style-type: none"> • Industry requires tighter regulation; • There should be a prescribed type of wheelchair accessible vehicle; • Proposals for at least one on street taxi 	9, 10, 12, 13, 14, 15	<p>Regulation of taxis is outwith the scope of SRTP but being dealt with by the ‘Taxi Review’ and The Draft Taxi Order (see Section 2.6). SRTP proposes provision of additional</p>

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	Topic	Respondent ¹³	Department's response
	<p>rank in each urban area is positive;</p> <ul style="list-style-type: none"> • Taxi ranks, crossing points and routes to and from these must be accessible; and • Migrant workers are will tend to use taxis where there is no/ inadequate public transport. 		<p>taxi stands (see Sections 5.5 and 5.6). The requirements for accessible routes to and from these stands are noted. Where stands are provided close to bus/rail stations accessible routes have been prioritised in the SRTP (see Section 5.4).</p>

The table above clearly highlights where and how the SRTP has been amended in light of comments received during the period of consultation.

6.3 Policy Decision

- 6.3.1. The final SRTP, which has been prepared following consideration of the comments received during the consultation exercise has been approved by the Minister for Regional Development, Conor Murphy MP MLA.

7. Publishing the results of the Equality Impact Assessment

7.1 The Way Forward

- 7.1.1. Copies of this Equality Impact Assessment will be sent to all consultees who participated in the consultation process. In addition, a copy of the Executive summary will be sent to all other consultees informing them that a final EQIA is available on request.
- 7.1.2. The EQIA will be made available through the DRD publication scheme and will be available on the internet. The general public will be informed of the availability of the Equality Impact Assessment through a press release.
- 7.1.3. Requests for copies in alternative formats should be made to the SRTP Team at the address at the front of this document.

8. Monitoring for Adverse Impact in the Future and Publication of Results of Monitoring

8.1 Monitoring

- 8.1.1. The impacts of the SRTP will be monitored by the Department of Regional Development over the period of its implementation, to identify any unforeseen results of the Plan and will ensure that all objectives are being achieved.
- 8.1.2. Results will be analysed to determine whether or not the impact of the SRTP on any of the nine equality groups has changed significantly. The results of the monitoring will be published on an annual basis in the Department's annual progress report to the Equality Commission.

Appendix A – List of Consultees

Age Concern Northern Ireland
All MLAs (109)
All NI Members of Parliament
All NI Members of the European Parliament
Alliance Party of NI
Altnagelvin Hospitals HSS Trust
Amalgamated Engineering & Electrical Union (AEEU)
AMICUS
Antrim Borough Council
Antrim Borough Partnership
Ards Borough Council
Armagh City & District Council
Armagh City and District Partnership
Armagh and Dungannon HSS Trust
Assembly Library
Association of Chief Officers of Voluntary Organisation (ACOVO)
Bahai's Office for NI
Ballmoney District Partnership
Ballymena Borough Council
Ballymoney Borough Council
Banbridge District Council
Banbridge District Partnership
Barnardos NI
Barnardos, Tuar Ceatha Project
BDA(NI)
Belfast Butterfly Centre
Belfast City Airport
Belfast City Council
Belfast City Hospital HSS Trust
Belfast Education and Library Board
Belfast Harbour
Belfast Healthy Cities Project
Belfast Hebrew Congregation
Belfast Local Strategy Partnership
Belfast Out Resource Centre
Blind Centre NI
British Association for Shooting & Conservation
British Deaf Association (NI)
Bryson House
BT
Carafriend

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CARE for 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
Children in Northern Ireland
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-iar-chimi
Coleraine Borough Council
Coleraine Borough Strategic Partnership
Coleraine Harbour
Commissioner for Children & Young People
Committee on the Administration of Justice
Community Development and Health Network (NI)
Community Relations Council
Community Technical Aid
Community Transport Association
Concordia Partnership for Progress
Confederation of British Industry (CBI)
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 Social Development
Department of Agriculture & Rural Development
Department of Culture Arts & Leisure
Department of Education for NI
Department of Employment & Learning
Department of Enterprise, Trade & Investment

SUB-REGIONAL TRANSPORT PLAN
EQUALITY IMPACT ASSESSMENT (EQIA)

Department of 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
Down District Council
Dungannon & South Tyrone Borough Council
Earthwatch
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
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
Help The Aged, Northern Ireland
Homefirst Community HSS Trust
Inclusive Mobility Transport Advisory Committee
Indian Community Centre
Inland Waterways Northern Ireland
Institution of Highways and Transportation - Northern Ireland
Belfast International Airport Ltd
Institute of Directors
Irish & Local Studies Dept. Central Library
Irish Transport Trust
Labour Party
Larne Borough Council
Larne District Partnership
Larne Harbour

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Lesbian Line C/O Carafriend
Limavady Borough Council
Limavady District Partnership
Lisburn City Council
Lisburn City Council
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
Newry & Mourne District Council
Newry & Mourne HSS Trust
Newry & Mourne Peace & Reconciliation Partnership
Newry & Mourne Senior Citizen's Consortium
Newry & Mourne Women Ltd
Newtownabbey Local Strategic Partnership
Newry & Mourne Senior Citizen's Consortium
Newry & Mourne Women Ltd
Newtownabbey Borough Council
Newtownabbey Local Strategic Partnership
NI 2000
NI Anti-Poverty Network
NI Chamber of Commerce and Industry
NI Commissioner for Children & Young People
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 Unionist Party
NI Women's Aid Federation
NI Women's European Platform (NIWEP)
NIACRO
NIE
NIPSA

SUB-REGIONAL TRANSPORT PLAN
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NITHC

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 Chest, Heart & Stroke Association
Northern Ireland Council for Ethnic Equality
Northern Ireland Council for Ethnic Minorities
Northern Ireland Gay Rights Association
Northern Ireland Human Rights Commission
Northern Ireland Office
Northern Ireland Statistics and Research Agency (NISRA)
Northern Ireland Tourist Board
Northern Ireland Walking Forum
Northern Ireland Water Council
NSPCC
NTL Cable Tel
NUS-USI Northern Ireland
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
Queer Space
Relate NI
Road Safety Council for Northern Ireland
Royal Group of Hospitals & Dental HSS Trust

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Royal National Institute for the Blind (NI)
Royal National Institute for the Deaf (NI)
Rural Community Network
Rural Development Council
Rural Support
Save the Children
SDLP
Sense NI
Sign Language Centre Belfast
Sikh Cultural Centre
Sinn Fein
South and East Belfast HSS Trust
South Eastern 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 Educ & Lib 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 Guide Dogs for the Blind Association
The Omnibus Partnership
The Pedestrian Association (Living Streets)
The Police Service of Northern Ireland
The Rainbow Project
The Women's Centre
Translink
Transport 2000
Training for Women Network Ltd
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- B'mena

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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
Women's Forum Northern Ireland
Womens Resource and Development Agency
Workers Party
World Wide Fund for Nature
Youth Council for NI
Youthnet
East Belfast Community Development Agency
Fee Ching Lee
Mr A Arlow
Ms O'Kane
Equality Coalition
Traveller and Gay (TAG)
Newtownabbey Senior Citizens Forum
Information Commissioner

Appendix B – Respondents referred to in Table 6.1

Respondent Reference Number	Respondents Name
1	Ballymena Borough Council
2	Banbridge District Council
3	Derry City Council
4	Dungannon & South Tyrone Borough Council
5	Limavady Borough Council
6	G Max O'Brian
7	Inclusive Mobility & Transport Advisory Committee
8	Northern Disability Alliance
9	Ballymena Access Group
10	Ballymena Disability Forum
11	Community Transport Association
12	Northern Ireland Consumer Council
13	Belfast Healthy Cities
14	Guide Dogs for the Blind
15	Dungannon Regeneration Partnership

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