



Department for
**Regional
Development**

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AN ROINN
Forbartha Réigiúnaí

MÁINISTRIE FUR
Kintra Pairts Fordèrin



Public Transport Reform Consultation **QUESTION AND ANSWER BOOKLET**

Comhairliúchán ar Leasú an Iompair Phoiblí
LEABHRÁN CEISTEANNA AGUS FREAGRAÍ

November 2009



Participation in the Consultation Exercise

If you wish to participate in the consultation exercise, the Consultation Pack contains detailed policy proposals, a series of impact assessments, and this questionnaire to assist you when submitting your response.

Alternatively, you may wish to access the Consultation Pack from our website at www.drdni.gov.uk.

This publication can also be made available, on request, in large print, Braille and audio alternative formats. Please contact us to discuss your requirements.

We will also be holding a series of **Public Consultation Meetings** during December 2009 and January 2010 – see Appendix 2 of this document, or our website, for more details.

The consultation period will run from 9th November 2009 to 5th February 2010. You must respond by **5pm on 5th February 2010**, otherwise we may not be able to take account of your comments. Submissions are welcome to be submitted in other languages, including Irish and Ulster Scots, or in a different format, such as audio tape. We will acknowledge your submission in your chosen language and will publish the Department's response to the issues raised in due course.

Department for Regional Development Public
Transport Reform Team
Room 101, Clarence Court
10-18 Adelaide Street
BELFAST
BT2 8GB
Telephone: (028) 9054 0225 Textphone: (028)
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About this Consultation

Why the Department is conducting this consultation

We are asking for your views on the policy proposals and impact assessments outlined in this **Consultation Pack** for reforming the arrangements for the planning and delivery of public transport.

Your response will help us shape the final policy decisions, which will be published after we have considered all the responses. We will then use the final policy decisions to develop proposals for new legislation, which would then be subject to approval by the Assembly.

How you should respond to this consultation

This Question and Answer Booklet contains all the consultation questions that are included in the Consultation Pack. You can respond to this consultation by completing the Question and Answer Booklet and returning it by post, e-mail or fax – contact details are provided on the inside front cover.

You can also access a Word version of the Question and Answer Booklet at www.drdni.gov.uk.

Before you submit your response, please read the statement on **Confidentiality of Consultations – Freedom of Information Act 2000** at Appendix 1.

Respondent's Details

Name:	Claire Higgins, Public Health Development Officer Jane Wilde, Chief Executive
Organisation (if applicable):	Institute of Public Health in Ireland (IPH)
Address:	Forestview, Purdy's Lane, Belfast, BT8 7ZX
Telephone:	028 90648494
Fax:	
E-mail:	claire.higgins@publichealth.ie

I am responding:	as an individual <input type="checkbox"/> on behalf of an organisation <input checked="" type="checkbox"/>
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<i>Is your response confidential? If so, please explain why (see Confidentiality of Consultations – Freedom of Information Act 2000 - Appendix 1).</i>
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Provision is made throughout this questionnaire for you to provide additional comments. If, however, you wish to provide more detailed comments on any aspect of the consultation, please feel free to append additional materials and supplementary documents, clearly marked and cross-referenced to the relevant questions, as necessary.

Please Return by 5pm on 5th February 2010

To:

Department for Regional Development,
Public Transport Reform Team,
Room 101, Clarence Court,
Belfast,
BT2 8GB.

E-mail: PublicTransportReform@drdni.gov.uk

Fax: (028) 9054 0598

Questions on Detailed Policy Proposals

Question 1 – page 47

Do you agree that a system of performance-based contracts should be introduced for the public transport network, with a system of innovative service permits for other non-contracted services?

Yes ☐ No ☐

Comments:

IPH has no comment

Question 2 – page 50

Do you agree that the public transport system should continue to be regulated?

Yes ☒ No ☐

Comments:

IPH welcomes the decision to maintain a regulated public transport system in Northern Ireland as this has the potential to provide protection to those identified as most vulnerable in the population. It is essential that those identified as vulnerable, such as people from lower socio-economic background and the disabled are not further excluded from society and the regulatory framework should advocate for better protection of vulnerable groups.

Question 3 – page 50

Do you agree that the fares levels and fare structure for services on the public transport network should be regulated in future?

Yes ☒ No ☐

Comments:

In a recent Consumer Council survey value for money was identified as the top concern for public transport passengers. It is essential that a regulated system provides best value for money whilst providing an acceptable level of service. Journeys not made due to unavailability of transport services can contribute to poorer health e.g. lack of access to education, employment opportunities or health care services. PriceWaterhouseCoopers recently reviewed public transport in Northern Ireland in the 'Bridging the Gap' report and identified public transport in Northern Ireland received less investment than other regions in the UK and Republic of Ireland. A regulated system needs to be one that receives investment to accommodate the different needs of urban/rural public transport useage levels.

IPH welcomes that regulation will support a better value for money service in relation to fare levels.

Question 4 – page 51

Do you agree that the departmental agency should be responsible for specifying public transport service requirements, awarding contracts and monitoring and reporting on operator performance?

Yes ☐ No ☐

Comments:

IPH has no comment

Questions on Detailed Policy Proposals

Question 5 – page 52

Do you agree that Translink should continue to be the lead supplier of public transport services?

Yes ☐ No ☐

Comments:

IPH has no comment

Question 6 – page 55

What are your views on:

- the proposed offences and fine levels to support the contracting/permit regime;
- the continuing offences and fine levels for operator licensing, railway byelaws and conduct on buses; and
- the proposed powers to regulate passenger conduct in bus premises?

Comments:

IPH has no comment

Question 7 – page 55

What are your views on the best approach to develop local transport plans and who needs to be involved?

Comments:

Transport is a key determinant of health and therefore a range of organisations need to be involved in local transport plans. Access to services can enhance opportunities for health e.g. providing access to education and employment opportunities. Local transport plans should be one of the core issues in the proposal local government Community Planning process and therefore local government are central to ensure local needs are met. Further clarification is required with regards to how these groups will be established and governed and also who will be involved. There also needs to be a clear role and consideration of how local transport plans will connect to other organisations under the Review of Public Administration.

A range of other organisations should also be involved. The newly established Public Health Agency has a role to focus on improving the health and wellbeing of everyone in Northern Ireland. This will include being involved in the development of local transport plans to ensure the health impacts of such are identified and addressed. Other organisations would include the Health Trusts and also education and employment representatives. The community and voluntary sector are key to engage to ensure local transport plans are developed to reflect local need. There needs to be a mechanism established to ensure meaningful engagement with this sector.

Question 8 – page 56

Do you agree that the departmental agency should have statutory powers to designate passenger facilities as “shared facilities” and to specify the access arrangements and charges for the use of the facilities by other public transport operators?

Yes ☐ No ☐

Comments:

IPH has no comment

Questions on Detailed Policy Proposals

Question 9 – page 59

Do you agree with the proposed future role of the Consumer Council, which would involve the Council in:

- **advising the Department on the consumer interests in relation to the development of public transport policy and fares;**
- **providing comments on service requirements specifications for public transport contracts and innovative service permit applications;**
- **representing the consumer interest in unresolved complaints about the services provided by the departmental agency and by operators; and**
- **agreeing arrangements for co-operation between the Council and the agency on public transport matters of shared interest.**

Yes ☒ **No** ☐

Comments:

IPH supports the role of the Consumer Council in providing advice and support with regards to consumer interests in public transport. The Consumer Council has a statutory remit to protect and promote the interest of all passengers of public transport within Northern Ireland and works directly with consumers to ensure their voice is heard. With regards to their role:

- It is essential the new arrangements have the voice of the passenger embedded at every level to ensure it remains passenger focused. The Consumer Council represents passengers but the Agency should also consult with other groups representing passengers particularly those from vulnerable groups.
- There is a need for public buy-in. Passenger involvement in how public transport is governed, designed and delivered in the future is key to ensure we can develop a value for money and better integrated public transport system.

Question 10 – page 60

Do you agree with the proposals on the future arrangements for the provision of rail services?

Yes ☐ No ☐

Comments:

Question 11 – page 61

Do you agree that there is a need for integrated and off-vehicle ticketing across all forms of public transport?

Yes ☒ No ☐

Comments:

Ensuring public transport is accessible, convenient and value for money calls for an integrated and off-vehicle ticketing system. Changing behaviour patterns is key to support people to make the modal shift to public transport. IPH welcomes the approach to improve the attraction of public transport as an alternative to the private car.

Questions on Detailed Policy Proposals

Question 12 – page 62

Do you agree that the new agency should become a statutory consultee in land use planning decisions, and should be able to secure developer contributions for public transport?

Yes ☒ No ☐

Comments:

There is a need to ensure integration between land use, transportation and services. The way in which people move about their environments impacts on their health through opportunities provided for physical activity, social connections and crime. Neighbourhood designs which enable people to undertake daily activities can reduce the need for using private transport. This in turn promotes social networks and enables people to participate in physical activity whilst undertaking daily activities.

Public transport and good land use planning enhances health and therefore it is essential that all land use planning decisions have active travel which includes public transport options at its core. This can also support the Department to reduce emissions from transport as it has been shown that the highest emissions are from short leisure journeys. This contributes to a move to more sustainable communities.

IPH recommends that the new agency is a key statutory consultee in any land use planning decision to enhance public transport.

Question 13 – page 63

Do you agree that the Department should formalise and take forward legal arrangements to provide funding to transport advisory-type bodies?

Yes ☐ No ☐

Comments:

IPH has no comment

Question 14 – page 64

Do you believe that service provision and information should be provided in languages other than English by Translink and other operators, where a clear demand is evident?

Yes ☒ No ☐

Comments:

To ensure accessibility of services for vulnerable groups it is essential that information is provided in other languages. A Health Impact Assessment (HIA) was recently conducted on a bi-lingual advocacy project where it was found that access to services were greatly enhanced when the service information was translated to other languages. Public transport provision is central to those from ethnic minority communities accessing services such as health care, education and employment. Further information may be found at <http://www.northernifhpartners.co.uk/publications/impactBiLingual.pdf>

Please make any further comments here, ensuring that you clearly refer to any relevant questions or responses submitted above.

Any other comments:

Questions on Integrated Impact Assessment

Question

Do you have any views on the conclusions reached by the Department to screen out from further assessment the implications of Public Transport Reform in respect of:

a. Community Safety and Victims;

b. Health;

c. Human Rights;

d. Social Inclusion;

e. Environmental; and

f. Strategic Environmental?

Yes ☒ **No** ☐

Comments:

Health

Transport is identified as a main determinant of health. The public transport reform in Northern Ireland has huge potential to contribute to improved health. A number of factors are influenced by public transport:

- Public transport supports increasing physical activity as most journeys begin and end with walking or cycling to the place of access (station or bus stop). Northern Ireland is currently facing an obesity epidemic with 59% of adults identified as either overweight or obese and 10% of children obese in 2005/06. Physical activity can contribute to addressing obesity which is identified as an important risk factor for a wide range of serious conditions including heart disease, cancer, hypertension and diabetes.

- IPH welcome the recognition of the need to provide an efficient public transport system to support the move to reduce emissions from private vehicles. Climate change is one of the biggest public health issues of the 21st Century and our current travel patterns and behaviours are unsustainable. It is recognised that current emission levels from public transport modes are relatively low in comparison to private transport. There is a need to change behaviour to enhance the useage of public transport and this can only be done by providing an efficient and effective and value for money service. The health impacts of climate change include floods, infectious and foodborne diseases and an increse in temperature change impacting on mortality levels. Public transport has a major role to play in addressing climate change.

- Reducing emissions can also impact on air quality. Encouraging a modal shift to more sustainable travel patterns such as public transport can help to reduce greenhouse gas emissions and improve overall air quality. Urban areas are particularly affected by vehicle-related air pollution which can contribute to respiratory disease especially amongst vulnerable groups such as the elderly.

- Neighbourhood designs likely to promote social networks are those which enable residents to perform daily activities without the use of a car. Social networks are important for mental health and transport needs to be involved in designing neighbourhoods which enhance public transport. This includes reduced speed limits in residential areas which can encourage public transport use

alongside walking and cycling.

- Transport plays a vital role in connecting communities to services but acknowledging the different needs of different users is essential. It is essential that the public transport reform adopts a lifecourse approach which will consider the needs of different groups. For example, deprived communities are less likely to own private transport and have a higher rate of public transport usage. Given that low income groups are more likely to use public transport it is essential that this option is efficient in terms of financial costs, reliability and choice which will not further exclude this group from employment and education opportunities and access to healthcare services. The needs of rural communities are very different from those in urban areas and there should be a focus on equity and not necessarily equality.
- Rural accessibility also needs to be taken into consideration to ensure there is equity. People living in rural areas may not have access to the main public transport network and therefore schemes such as concessionary fares which are not available on all public transport services are of limited use.

Comments:

-

Questions on Rural Impact Assessment

Question 1

Do you have any general comments on the approach that was taken in completing this Rural Impact Assessment including the identification of relevant stakeholders?

Yes ☐ No ☐

Comments:

Question 2

Do you agree that the public transport reform policy will have a positive impact on rural communities? If not, and you wish to give reasons for your view, please state why.

Yes ☐ No ☐

Comments:

Question 3

Do you consider that we have identified all of the issues arising from this policy that may have an impact on rural communities? If not, please confirm what other areas you feel should have been included.

Yes ☐ No ☐

Comments:

Question 4

Do you agree with our analysis of the issues and evidence of the rural impacts arising from the public transport reform policy? If not, please outline anything which you feel we should cover.

Yes ☐ No ☐

Comments:

Questions on Rural Impact Assessment

Question 5

Is there any other evidence which you consider we should take into account in this assessment of rural impacts?

Yes ☐ No ☐

Comments:

Questions on Partial Regulatory Impact Assessment

Question 1

Do you have any general comments on the approach that was taken in completing the Partial Regulatory Impact Assessment?

Yes ☐ No ☐

Comments:

Question 2

Do you consider that there are any other groups or sectors, apart from those identified, that could be impacted upon by the reform proposals?

Yes ☐ No ☐

Comments:

Questions on Partial Regulatory Impact Assessment

Question 3

What are your views on the identification of potential compliance costs for operators?

Comments:

Question 4

Are there any other compliance costs that you feel need to be included? If you answer yes, please provide a brief explanatory note.

Yes ☐ No ☐

Comments:

Question 5

What are your views on the identification and assessment of the benefits identified?

Comments:

Question 6

Are there any other benefits that you feel need to be included? If you answer yes, please provide a brief explanatory note.

Yes ☐ No ☐

Comments:

Questions on Partial Regulatory Impact Assessment

Question 7

Do you consider that the Department has identified all of the relevant stakeholders that they needed to consult with to inform this Partial Regulatory Impact Assessment? If you answer no, please provide a brief explanatory note.

Yes ☐ No ☐

Comments:

Comments on Equality Impact Assessment

We welcome your comments on any aspect of this draft equality impact assessment. We would particularly welcome feedback on the following:

- 1. any general comments on the aspects of equality covered in this draft assessment;**
- 2. on the draft conclusions;**
- 3. any other issues that have not been addressed;**
- 4. any other relevant qualitative or quantitative information that you consider should have been taken into account in performing this analysis.**

Comments:

Appendix 1: Confidentiality of Consultations- Freedom of Information Act 2000

The Department will publish a summary of responses following completion of the consultation process. If you would prefer your response to be treated as confidential, please let us know, **stating your reasons clearly**. Any automatic confidentiality disclaimer generated by your IT system will be taken to apply only to information in your response for which confidentiality has been specifically requested.

If we are asked to disclose responses under Freedom of Information legislation, we will take any requests for confidentiality into account. However, confidentiality cannot be guaranteed.

We will handle appropriately any personal data you provide in accordance with the Data Protection Act 1998.

For further information about confidentiality of responses, please contact the Information Commissioner's Office or see the website at: www.ico.gov.uk.

Appendix 2: Public Consultation Meetings

We will be holding a series of public consultation meetings during December 2009 and January 2010 – these are listed below. These sessions will begin with a short presentation on the Public Transport Reform proposals, as contained in this paper. This will be followed by a question and answer session, and afterwards attendees will then be given the opportunity to put their views forward, through round-table discussions. Each meeting is expected to last for between 2 and 2 ½ hours. Light refreshments will be provided.

These consultation meetings are available for anyone to attend, without prior invitation. However, for logistical reasons, it would be helpful if you could confirm your attendance for any of the meetings listed below. You can do this by contacting the Public Transport Reform Team on (028) 9054 0225 or e-mailing PublicTransportReform@drdni.gov.uk.

In the unlikely event that the dates, times or venues for these meetings change, it is advisable that you contact the Public Transport Reform Team to ensure the meeting you wish to attend is taking place as planned.

Public Consultation Meetings

Location	Venue	Date	Time
Derry/ Londonderry	City Hotel, Queens Quay, Derry / Londonderry	Wed 2 Dec 2009	14:00 – 16:30
Cookstown	Glenavon House Hotel, Drum Road, Cookstown	Thu 3 Dec 2009	18:30 – 21:00
Portadown	Seagoe Hotel, Upper Church Lane, Portadown	Fri 4 Dec 2009	10:00 – 12:30
Bangor	Marine Court Hotel, Quay Street, Bangor	Tue 8 Dec 2009	14:00 – 16:30
Downpatrick	Down Arts Centre, Irish Street, Downpatrick	Thu 10 Dec 2009	18:30 – 21:00
Belfast	Holiday Inn, Ormeau Avenue, Belfast	Tue 12 Jan 2010	10:00 – 12:30
Newry	Newry Arts Centre, Bank Parade, Newry	Wed 13 Jan 2010	18:30 – 21:00
Omagh	Silverbirch Hotel, Gortin Road, Omagh	Thu 14 Jan 2010	10:00 – 12:30
Ballymena	Ballymena Showgrounds, Warden Street, Ballymena	Tue 19 Jan 2010	10:00 – 12:30
Enniskillen	The Clinton Centre, Belmore Street, Enniskillen	Wed 20 Jan 2010	18:30 – 21:00
Coleraine	The Lodge Hotel, Lodge Road, Coleraine	Thu 21 Jan 2010	18:30 – 21:00

NB: All dates / times and venues are correct at the time of going to print. Only in unforeseen circumstances shall these details change, however should you wish to attend one of these events, you would be advised to contact us to confirm that the meeting location / time is as stated above.

Appendix 2: Public Consultation Meetings

Public Transport Reform - Consultation Meetings



You can contact the Public Transport Reform Team by:

Telephone: (028) 9054 0225

Fax: (028) 9054 0598

Textphone: (028) 9054 0642

E-mail: PublicTransportReform@drdni.gov.uk

Appendix 3: List of Consultees

All Government Departments (11 + 2 Junior Ministers)
All Local Government Councils (26)
All MLAs (108)
All NI Members of Parliament
All NI Members of European Parliament
All NI Party Leaders
All Road Service Licence Holders
All Rural Community Transport Partnerships
All 10B Permit Designated Bodies
All Education and Library Boards
All Health and Social Care Trusts and Board
Abacus Professional Recruitment
Age Concern Northern Ireland
Age Sector Platform (ASP)
Agent for the Copyright Libraries
Amalgamated Engineering and Electrical Union (AEEU)
AMICUS
An Munia Tober
Ards Local Strategy Partnership
Armagh City and District Partnership
Bahai's Office for NI
Ballymoney District Partnership
Barnardos NI
Barnardos, Tuar Ceatha Project
Belfast Butterfly Club
Belfast Harbour
Belfast Healthy Cities Project
Belfast Hebrew Congregation

Appendix 3: List of Consultees

Belfast International Airport
Belfast Solicitors' Association
Bodleian Library, Oxford
British Association for Shooting and Conservation
British Deaf Association (NI)
British Library
Bryson House
BT Headquarters
Business Development Group
Cara-friend
CARE in Northern Ireland
Carers Northern Ireland
Carlingford Lough Commission
Castlereagh Partnership for Peace & Reconciliation
Catholic Bishops of Northern Ireland
Cedar Foundation
Child Poverty Action Group
Children in Northern Ireland (CiNI)
Children's Law Centre
Chinese Welfare Association
Chrysalis Women's Centre
Church of Ireland House
Citizen's Advice Bureau
City of Derry Airport
Civil Law Reform Division
Coalition on Sexual Orientation (CoSo)
Coiste-na n-iarchimi
Coleraine Borough Strategic Partnership
Coleraine Harbour

Appendix 3: List of Consultees

Commissioner for Children & Young People
Committee on the Administration of Justice
Community Development and Health Network
Community Foundation
Community Places
Community Relations Council
Community Transport Association (CTA)
Concordia Partnership for Progress
Confederation of British Industry (CBI)
Conservation Volunteers Northern Ireland
Consumer Council for NI
Cookstown District Partnership
Co-ownership Housing Association
Council for Nature Conservation and the Countryside
Craigavon District Partnership
Cruse Bereavement Care (NI)
Department for Transport (London)
Department of Transport (Dublin)
Derry Well Woman
Disability Action
District Judge (Magistrates Court)
District Partnership for Derry City
Down District Strategy Partnership
Down's Syndrome Association
DPTAC
Economic Research Institute of Northern Ireland
Employers' Forum on Disability
Equality Commission for NI
Equality Forum NI

Appendix 3: List of Consultees

Executive Council of the Inn of Court of NI
Falls Community Council
Falls Women Centre
Federation of Passenger Transport
Federation of Small Businesses
First Division Civil Servants' Association
First Group
Food Standards Agency
Foyle Women's Aid
Foyle Women's Information Network
FPA NI
Friends of the Earth
Gay & Lesbian Youth Northern Ireland
George Best Belfast City Airport
Gingerbread NI
Guide Dogs for the Blind Association
Health and Safety Executive for Northern Ireland
Help the Aged (NI)
HM Council of County Court Judges (NI)
HM Revenue and Customs
Inclusive Mobility and Transport Advisory Committee (Imtac)
Indian Community Centre
Inland Waterways Northern Ireland
Institute of Directors
Institution of Highways and Transportation - Northern Ireland
Invest Northern Ireland
Irish & Local Studies Department, Central Library
Irish Congress of Trade Unions (NI Committee)
Irish Transport Trust

Appendix 3: List of Consultees

Larne District Partnership
Larne Harbour
Law Centre (NI)
Law Society of Northern Ireland
Library of Trinity College, Dublin
Limavady District Partnership
Living Streets
Local Government Staff Commission for Northern Ireland
Londonderry Harbour Office
Lower North Belfast Community Council
Magherafelt Area Partnership Ltd
Magherafelt Women's Group
MENCAP
Methodist Church in Ireland
Mid-Ulster Women's Network
Ministry of Defence
Mobilise NI
Moyle District Partnership
Multi-Cultural Resource Centre
National Energy Action
National Library of Ireland
National Library, Scotland
National Library, Wales
Newry & Mourne Peace & Reconciliation Partnership
Newry & Mourne Senior Citizens' Consortium
Newry & Mourne Women Ltd
Newtownabbey Local Strategic Partnership
NI 2000
NI Anti-Poverty Network

Appendix 3: List of Consultees

NI Bird Watchers' Association
NI Commissioner for Children & Young People
NI Cycling Initiative
NI Environment Link
NI Islamic Centre
NI Women's Aid Federation
NI Women's European Platform (NIWEP)
NIACRO
NIE
North Down District Partnership
North West Forum of People with Disabilities (Derry)
North/South Ministerial Council
Northern Ireland African Cultural Centre
Northern Ireland Assembly
Northern Ireland Association for Mental Health
Northern Ireland Association of Citizens' Advice Bureaux
Northern Ireland Chamber of Commerce and Industry
Northern Ireland Chamber of Trade
Northern Ireland Chest, Heart and Stroke Association
Northern Ireland Council for Ethnic Equality
Northern Ireland Council for Ethnic Minorities
Northern Ireland Council for Voluntary Action
Northern Ireland Court Service
Northern Ireland Gay Rights Association
Northern Ireland Human Rights Commission
Northern Ireland Judicial Appointments Commission
Northern Ireland Law Commission
Northern Ireland Local Government Association (NILGA)
Northern Ireland Office

Appendix 3: List of Consultees

Northern Ireland Ombudsman
Northern Ireland Public Service Alliance (NIPSA)
Northern Ireland Publications Resource
Northern Ireland Rural Women's Network
Northern Ireland Statistics and Research Agency (NISRA)
Northern Ireland Tourist Board
Northern Ireland Transport Holding Company (NITHC)
Northern Ireland Walking Forum
NSPCC
NTL Cable Tel
NUS-USI Northern Ireland
Office of Fair Trading
Office of the Archbishop of Armagh and Primate of all Ireland
Omagh Women's Area Network
Omnibus Partnership
Parents' Advice Centre
Parents and Professionals and Autism
Participation and the Practice of Rights Project
Participation Network
Peace and Reconciliation Partnership Ballymena
Phoenix Gas
POBAL
Police Service for Northern Ireland
Polish Association NI
Presbyterian Church in Ireland
Press for Change
Protestant, Unionist, Loyalist Network
Quarry Products Association
Queen's University Belfast Library

Appendix 3: List of Consultees

Queer Space
Rainbow Project
Relate NI
Road Safety Council for Northern Ireland
Royal National Institute for Blind People (RNIB) NI
Royal National Institute for the Deaf (NI)
Rural Community Network
Rural Development Council
Rural Support
S.T.E.P. (South Tyrone Empowerment Programme)
Save the Children Fund
School of Law, Queen's University Belfast
School of Law, University of Ulster
Sense NI
Sikh Cultural Centre
Society of Local Authority Chief Executives and Senior Managers (SOLACE)
Sperrin Lakeland Senior Citizens' Consortium
St Angelo Airport
Staff Commission for Education and Library Boards
Strabane District Partnership
Sustainable Northern Ireland
Sustainable Organic Living Environment
SUSTRANS
Training for Women Network Ltd
Translink
Transport 2000
Transport for London
Transport Salaried Staffs' Association
Transport Scotland

Appendix 3: List of Consultees

Travellers' Movement NI
TSO Bibliographic Department
Ulster Archaeological Society
Ulster Scots Heritage Council
Ulster Society for the Protection of the Countryside
Ulster Wildlife Trust
ULTACH
Union of Construction, Allied Trades and Technology
UNISON
UNITE
University Library, Cambridge
Warrenpoint Harbour
Wildfowl and Wetlands Trust
Women's Centre
Women's Forum
Women's Forum Northern Ireland
Women's Information Group
Women's Resource & Development Agency
Women's Support Network
World Wide Fund for Nature
Youth Council for NI
Youthnet
Mr A Arlow
Ms O'Kane

USEFUL WEBSITES

Department for Regional Development

www.drdni.gov.uk

Official Government Website

www.nidirect.gov.uk

Translink

www.translink.co.uk

Door-2-Door Transport

www.door2door-ni.info

Community Transport

www.communitytransport-ni.com

Concessionary Travel

www.drdni.gov.uk/index/public_transport/publictrans-concessionary_fares.htm

Rapid Transit

www.drdni.gov.uk/index/rapid-transit.htm

Park & Ride Services

www.translink.co.uk/ParkAndRidePage1.asp

Travelwise

www.travelwiseni.gov.uk

Federation of Passenger Transport

www.fptni.org

The Consumer Council

www.consumercouncil.org.uk

Inclusive Mobility and Transport Advisory Committee

www.imtac.org.uk

Contact Us:

Department for Regional Development

Public Transport Reform Team

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