

**Social Justice and Theology (NI) Working Group**  
**February 2009**

**Response Questionnaire to the 'Removal of the exemption for operators of transport services from Part III of the Disability Discrimination Act 1995'**

- 1. Are the detailed definitions of the types of vehicle outlined at regulation 2 of the draft regulations sufficient to cover the intended services (public transport – trains, buses, coaches, taxi and private hire vehicles – vehicle hire breakdown and leisure and tourism transport services)? Are there are other vehicles which should be included?**

Should the legislation cover boats and aircraft, and other forms of non-road transport?

- 2. Do you agree with the proposals that address the duty on transport providers to ensure that disabled people are not treated less favourably than other people when using their services in relation to the provision or use of a vehicle?**

The Church of Ireland, through its Standing Committee some years ago approved the following:

- The Church of Ireland recognises that each person is entitled to participate fully in the life of the Church;
- The Church is committed to keeping policies, practices and procedures under review to ensure that people with disabilities are not treated less favourably;
- The Church aims to encourage members, employees and others acting on its behalf to promote practices and attitudes which do not discriminate against people with disabilities.

From this commitment, a Working Group on Disability was established, which addresses legislation, awareness and training around issues of disability and access within the Church.

It is therefore concurrent that the Church of Ireland would support that disabled people are not treated less favourably than other people when using their services in relation to the provision or use of a vehicle.

- 3. Do you agree with the proposals that address the duty on transport providers to ensure they make reasonable adjustments and that these should be anticipatory?**

While the primary responsibility lies with individual transport providers to ensure that reasonable adjustments are made, there is also a responsibility on Government to invest in accessible transport services. Private firms, particularly taxis, coaches, rental cars and breakdown recovery vehicles, should be supported by Government in their attempts to make reasonable adjustments to their vehicles.

- 4. Do you agree with the proposals that address the duty on transport providers, where reasonable, to provide an auxiliary aid or service which would enable a disabled person to make use of a service available to other members of the public?**

Yes

- 5. Do you agree that the draft regulations adequately use those powers in the DDO to cover the removal of the exemption for operators of transport services from Part III of the DDA?**

Yes