



**21st Meeting of the Accessibility Consultative Committee (ACC)
Online via Starleaf at 11:00 hrs on 25 November 2020**

Attendance

Eilis O'Connor (Chair)	Dept. of Transport (DoT) - Public Transport Division
Kevin Doyle	DoT- Public Transport Division
Priscilla Wolf	DoT- Public Transport Division
Nigel Grogan	DoT- Public Transport Division
Dermot Murphy	DoT- Public Transport Division
Breda Farrell	DoT- EU and Central Policy Division
Imelda Condon	DoT- Maritime Safety Policy Division
Annette Costello	Disability Stakeholders Group (DSG)
Elaine Howley	DSG
Naomi Rooney	National Transport Authority (NTA)
Sarah O'Donnell	Transport Infrastructure Ireland (TII)
Deborah Maguire	Commission for Aviation Regulation (CAR)
Joan Carthy	Irish Wheelchair Association (IWA)
Brendan Lennon	Chime
Mairead Hayes	Irish Senior Citizens Parliament
Nóirin Clancy	Inclusion Ireland
Geraldine Browne	Road Safety Authority (RSA)
Eleanor Ryan	Local Government Management Agency (LGMA)
Niamh Fawl	National Disability Authority (NDA)
Mary Tallant	NDA
Chantelle Smith	National Council for the Blind of Ireland (NCBI) - item 2 only
Aaron Mullaniff	NCBI - item 2 only
Jodie McGrielle	NCBI - item 2 only
Tom Daly	NCBI - item 2 only

Apologies

Kevin Kelly	NCBI
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1. Introductory remarks ("Tour de Table" and Apologies)

The Chair welcomed all to the meeting and outlined some changes to membership of the ACC since the last meeting.

- The ACC no longer has representatives from either Sport Ireland or Fáilte Ireland as a result of the changes in the Department's responsibilities.

- Brendan O’Donnell has replaced Tom Kilfeather as the County and City Management Association (CCMA) representative to the ACC. Brendan is Director of Service with Donegal County Council. This change is due to the restructuring of the CCMA committees. For this meeting, Eleanor Ryan from the LGMA attended in place of Brendan O’Donnell who had a previously arranged Council Budget meeting he had to attend.
- Imelda Condon has replaced David Ball as the DoT Maritime Safety Policy Division (MSPD) representative.

Mary Tallant, who is leading on the NDA’s work on monitoring the accessibility of public transport services, also attended this meeting.

Apologies were received from Kevin Kelly.

As a number of members had indicated in advance that they had to leave early, it was decided to go directly to Agenda item no. 2, the NCBI presentation, and deal with the minutes of the 08 July ACC meeting under agenda item no. 5 (Meeting Actions).

2. NCBI presentation on the Wayfinding Campus

The National Council for the Blind of Ireland (NCBI) gave a [presentation](#) on its Wayfinding Campus. Amongst the main points arising from this presentation and the subsequent discussion were:

- Having taken onboard feedback received, NCBI changed the name from National Transport Training Centre to “The Wayfinding Campus” as that is an umbrella term with universal aspiration.
- 74% of people with sight loss use public transport to get around.
- The Campus will be the only one of its kind in either Ireland or the EU.
- A similar centre has worked well in Melbourne, Australia, and a member of the NCBI had experience working for the centre.
- It will be multi-modal and modular and able to simulate public transport and surrounding infrastructure, including end-to-end journeys.

- NCBI feels that what is needed is a solution focused project rather than focusing on barriers for people with disabilities in using public transport, as was done previously.
- A subsidiary company of NCBI will be set up to manage the project. NCBI is considering a governance/Board structure comprising a mix of one third representation of experts, sectoral representatives, and trustees respectively.
- It will be a “Proof of Concept” type of project, i.e., time limited, with 10-12 years to see if it works as envisaged.

Consultation

Some ACC members believe that people with disabilities are strongly opposed to this concept/project and that these views are not being taken into consideration or listened to. It was stated that this opposition came across very strongly at a previous NCBI presentation on the project, which was facilitated by the Disability Federation of Ireland (DFI). The feeling is that consultations only take place after the decisions have been taken.

In response to queries regarding consultation with all stakeholders, including those who are not members of representative organisations, NCBI confirmed that it is its intention to consult throughout the process with a stakeholder engagement plan to capture all views. It is committed to pan disability, with all service users. NCBI will target expressions of interest from disability stakeholders in the development of an advisory group.

NCBI confirmed that it had consulted on the concept and had received both positive and negative views and that they were now moving onto consultation on the design and implementation stage.

NCBI believes that the Wayfinding Campus will be a consultation type hub which will provide the opportunity to consult in advance, and at the early stages of development of public transport and the built environment, including in terms of innovation, and going some distance to address the barriers to participation for people with disabilities as the transport system evolves that will aim to avoid any need to subsequently retrofit. Local Authorities will also be involved in planning of infrastructure. This type of collective consultation, engaging all stakeholders, will also enable organisations to be held to account, for example city planners, engineers and the NTA itself, and will help to change attitudes towards people with disabilities.

Costs for use of the Campus

It will be open access. There will be no charge for either individuals or groups to book the centre. NCBI are considering a refundable booking fee for groups, approximately €15, based on work done by Maynooth University, and possibly a fee for “no-shows”. If that became an entry barrier for anyone, NCBI would override it.

NTA funding towards the Wayfinding Campus

The NTA is providing capital funding of approximately €2m, out of a cost of €2.4m. Dublin City Council is considering making a contribution. It is envisaged that transport operators will also contribute, possibly via NTA PSO funding, as will the NCBI itself. NCBI has sufficient funding to ensure it goes ahead and will be engaging in fund raising as well.

The business process is still a living document; however, the annual operating costs are estimated to be around €400-€500k, which are expected to be matched by income.

Some ACC members believe that the €2m NTA funding for this type of facility would be better allocated to other investments for improving access to public transport for people with disabilities, for example making all bus poles yellow coloured, and better wheelchair accessibility. It was indicated that changes to public transport to make it accessible can happen without building a new training centre. It was also felt that the project is going ahead without any consultation with the disability community and that live training to date on its own, without such a training centre, has enabled people with disabilities to use public transport safely and confidently in their local environment.

NCBI noted the NTA assurance that funding for the Wayfinding Campus will not be diverted from other accessibility investments.

Design of the building

In response to a query regarding the design of the building, NCBI stated that it intended to follow international best practice and go beyond the requirements of Part M building regulations.

The NCBI intends to invite contributions from January 2021 and is also aware of the need for it to be flexible in terms of consultations during the Covid-19 pandemic, for example to increase the time period for consultations on the design of the building from 3 months to 4 months or possibly longer.

Location

In response to a concern about it being located in Dublin, the NCBI noted that 40% of the population live in the Greater Dublin Area. The chosen location is well connected to public transport.

Some ACC members believe that any training should be at a local community level, where for example people are aware of local landmarks, rather than having to travel to a centre in Dublin. It was also stated by those members that the Wayfinding Campus ignored the whole journey approach regularly promoted by PWD.

In response the NCBI stated that the idea is not to take away from local training. Rather it is intended to provide training in a safe environment, on different modes of public transport, where individuals can train on multimodal transport facilities in different environments, for example, night travel, with differing levels of environmental noises, and in safety evacuations. In addition, the Wayfinding Campus would be a consultation Hub and would be able to “mock-up” examples of best practice.

Older people

A member noted that it was a very positive development from the perspective of older people, especially those who acquire disabilities as they age, for example sight loss.

In conclusion, the NCBI said that it is open to meeting with any/all ACC members and members can also forward written submissions if they wish. The NCBI representatives left the meeting at that stage.

3. Work Programme Progress Report (June 2020 to November 2020)

The Chair advised that the Work Programme is a living document and is updated as the specific strategies and actions in it are updated/changed, for example the commitments in the new Programme for Government (PfG) will replace those from the previous PfG. In addition, as the Sport and Tourism sections are no longer under the remit of the DoT, updates relating to those areas will no longer be reported on by the DoT.

Departmental Consultative Committees (DCCs) are required under the National Disability Implementation Strategy (NDIS), and the actions in the NDIS are the priority for monitoring at DCCs, or the ACC in the case of the Department of Transport.

The [Work Programme covering the period, June 2020 to November 2020](#) was circulated to ACC members on 18 November 2020. The Secretariat had made a concerted effort to get it out to members a week in advance based on agency updates it had received at that point. The vast majority of the Actions in the Work Programme, and in both the NDIS and the CES, are related to public transport and are assigned to the NTA. In addition to highlighting some of the updates in the Work Programme, the NTA representative provided additional accessibility updates, which included:

- **Lifts at train stations**

- Lift Replacement/Renewal Programme

- €3.37m has been allocated to the Lift Replacement/Renewal Programme in 2020 with works at 5 stations already completed and 7 stations to be completed shortly. There are 125 Lifts across the rail network.

- “Lift Call” programme

- Under the “Lift Call” programme, works at 16 stations were completed in 2019 and a further 12 stations are due to be completed in 2020. It is planned to complete all the stations between Fonthill and Portlaoise in 2021. Under the Lift Call programme, maintenance costs have reduced significantly, due to less vandalism and damage to the lifts.

- **New bus fleet**

New buses for Dublin are being built which will have a back-up manual ramp on the centre door.

New low floor single and double decker regional commuter vehicles are also being purchased which have the accessibility elements requested.

- **Irish Rail Wayfinding project**

€10m has been assigned to the project with 10 stations, in the Greater Dublin Area, completed in 2020. The methodology used by Irish Rail will also be rolled out to Irish Rail and Bus Éireann shared stations.

- **Bus and Train station facilities**

Changing Place facilities will be installed in both Heuston and Connolly stations, which are also transport hubs, in Q2 2021. Inclusion Ireland offered to send the relevant UK Guidelines to the NTA for forwarding to the public transport agencies.

Access Audits were carried out at 18 bus stations with a range of works listed. Dog relief facilities will be included in some bus stations accessibility upgrade projects.

- **JAM Card**

Over 13,500 cards have been distributed. The Jam Card is included in disability awareness training for the Transport Operators and new taxis licenses. A planned JAM Card campaign by the NTA had to be postponed due to Covid-19.

- **Accessibility Survey**

The NTA has sent out this survey to 290 disability groups to date, to the Disability Federation of Ireland (DFI) for distribution to its networks and through all the Local Link offices seeking feedback on how accessible or inaccessible people find the public transport network nationwide.

- **Real Time Passenger Information (RTPI) signs**

The NTA has been trialling new types of signs, for example using solar power, and some with interactive features, such as push buttons.

- **BusConnects – public consultation**

The third round of public consultations is now underway. The NTA has specifically sent details to approximately 50 disability organisations in the Greater Dublin Area (GDA) to inform them about this round of public consultation and how they could get information and make a submission. A follow up email, with details of how they could register to attend the webinar events, was also sent out.

Action: Inclusion Ireland to send UK Guidelines on Changing Places to the NTA for forwarding to the public transport agencies.

4. Department updates

This Agenda item covers any updates which may have arisen after the Work Programme was circulated to ACC members, and also Departmental developments more generally which relate to accessible public transport.

I. Department of Transport (DoT) – transfer of Tourism and Sport functions

The Tourism and Sport functions formally transferred to the new Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media following the signing of the Transfer of Functions Order. This means that Sport and Tourism updates are no longer included in the Work Programme (WP) or at ACC meetings.

II. New DoT Sustainable Mobility policy

A link to a summary of the submissions received, which was recently published, is included in the WP update. The next stage is that the Department will host further engagement with stakeholders and interested parties as it develops the policy over the coming months, while considering COVID-19 restrictions. The secretariat will continue to keep ACC members informed.

III. New DoT Statement of Strategy

An invitation from the Acting Secretary-General, to contribute views to its development, was forwarded to all ACC members. The deadline to reply was extended, at the request of the NDA.

Action: The secretariat will continue to keep ACC members informed in relation to the new DoT Sustainable Mobility policy.

IV. Covid-19 pandemic Level 5

From 21 October 2020 the whole country moved to Level 5 of the Government's "Living with Covid" Plan, for a period of 6 weeks. At current levels of risk, public transport operators are restricted to using only 25% of the passenger-carrying capacity on their vehicles.

Since the move to Level 5, the NTA and bus operators in Dublin (Dublin Bus and Go-Ahead Ireland), and Local Link services, have re-allocated a number of vehicles and drivers across the network to enhance the capacity in areas where they were experiencing capacity issues. Approximately 43 buses have been redeployed by Dublin Bus since 22 October 2020 to help mitigate the impact of the capacity restrictions and reduce the number of passengers being left at stops. Where possible, these vehicles are being deployed during peak demand times, particularly for school travel. Currently, all available vehicles are in use.

V. Additional funding for public transport services in 2020 due to Covid-19

Throughout the pandemic public transport has been designated as an essential service with services continuing to operate. The total amount of funding for Public Service Obligation (PSO) services and Local Link services has increased substantially as a result, to meet fare revenue shortfall and additional Covid-19 related costs.

VI. Budget 2021 and public transport funding

The overall budget allocation to the Department of Transport is €3.5 billion which is a very significant increase of €1 billion over 2020. This includes funding for progressing of major public transport infrastructure projects such as BusConnects, Dart+, and Metrolink,

In 2021, the indicative allocation for the Retrofit Programme, to make older infrastructure accessible, will be approximately €10.6m.

VII. HSE Open Routes project

In partnership with the NTA, the Health Services Executive (HSE) Disability Services has undertaken the Open Routes project, to look at how HSE Disability transport services are rolled out across Ireland. The aim is to identify the potential for integration of such services with rural public transport services managed by the NTA.

Every day, thousands of journeys are undertaken across Ireland to enable older people and people with disabilities to access essential services. They are managed by service providers on behalf of the HSE, and this transport network is an integral part of promoting independence and lifestyle choice, a key objective of the HSE Disability Services. The complexity and challenges of running this transport network has been identified as an ongoing issue by the HSE and service providers. As the number of journeys continues to grow this is likely to place increasing demands on service providers.

Jacobs was engaged to assist the HSE and NTA to undertake this project, and it has completed its Report. The Report identifies three potential pilot projects to identify opportunities and issues arising from service integration, which will inform the development of a future model for the roll out of transport services.

The HSE has submitted the Open Routes Report to Minister Rabbitte, Minister of State for Disability, who met with Minister Ryan recently to discuss the Report. Minister Rabbitte chairs the National Disability Inclusion Strategy Steering Group (NDISSG) and has asked that a presentation on Open Routes be given to the next meeting of the NDISSG, scheduled for 10th December 2020.

5. Meeting Actions and Minutes from 08 July 2020 meeting

Minutes of meeting on 08 July 2020

The draft Minutes of 08 July 2020 as circulated by the Secretariat on 02 September 2020, and subsequent suggested amendments circulated by the Secretariat on 23 November 2020, were agreed.

As there are two categories of actions arising from ACC meetings, the actions are split into two sub-sections, to make it easier for monitoring and reporting, i.e.

- a) once-off actions which arise at meetings and which are completed before the next meeting, and
- b) longer term actions which are ongoing/continuous and/or which would not be completed before the next meeting takes place.

a) Actions from ACC meeting on 08 July 2020 and which have been completed

	<u>Action</u>	<u>Responsible</u>	<u>Outcome</u>
1	Go-Ahead to revert on concerns re Route 114 audio messages.	Go-Ahead. Secretariat to circulate	Go-Ahead investigated the issue and could not locate any issue with the announcements overlapping, so any issue should be solved now. Action finalised.
2	Provide criteria used to assign UD ratings in relation to Bus Stop Audit.	NTA. Secretariat to circulate.	NTA information forwarded to ACC on 10 July 2020. Action finalised
3	Follow up with IT regarding Starleaf's (i) accessibility functions for lip readers (ii) technical issues, e.g., some people not being able to indicate when they were leaving the meeting.	Secretariat	DoT is moving to Microsoft Teams in the next few weeks. Action finalised.
4	Forward Go-Ahead invitation to ACC, to facilitate a visit to its Depot by members of the ACC.	Go-Ahead	Secretariat forwarded Go-Ahead invitation to ACC. Action finalised.

5	Forward information/examples of concerns re shared spaces and bus islands.	Members who have concerns	Correspondence received and the DoT referred the concerns to the NTA. Action finalised. (Some of the issues raised here were also discussed under Agenda item 6. AOB (i) Consultations with people with disabilities.)
6	Chime to forward to DTTAS, its correspondence previously sent to NPHET in relation to face coverings. DOT to raise the concerns with Department of Health (DoH).	Chime and DTTAS	Confirmation from DoH that face shields are encompassed within the definition of 'face coverings' in the Regulations, sent by Secretariat to ACC on 17 July 2020. Action Finalised.
7	Forward DMURS Interim Advice Note in context of Covid-19 Mobility Plans.	Secretariat	Forwarded to ACC on 10 July 2020. Action finalised

b) Ongoing/longer term actions from previous ACC meetings

	<u>Action</u>	<u>Responsible</u>	<u>Outcome</u>
8	<u>Wheelchair spaces - new single deck buses</u> The NTA, in conjunction with IWA, to seek to identify possible solution to the issue of wheelchair spaces on the new single deck buses in Waterford and the GDA.	NTA	Update from NTA below. Action carried over.
NTA advised that			

- 1) Bamford Bus Company (new owners of Wright Bus) had to close due to Covid-19 restrictions from March to Mid-June 2020, so this work has been delayed. The NTA will resume discussions with the company to implement the modifications. The NTA plans to then bring a prototype vehicle to the IWA for their input, once it is safe to do so, before the next order of 89 buses.

- 2) New single deck buses manufactured by Volvo will incorporate the changes suggested, e.g. - turning space, tip up seat, and handrails, and the older Volvo single deck buses will be retrofitted. The first vehicle has arrived in Ireland and again will be brought to the IWA for viewing when it is safe to do so.

	<u>Action</u>	<u>Responsible</u>	<u>Outcome</u>
9	<u>BÉ's new policy on motorised scooters and motorised wheelchairs</u> Circulate BÉ's new policy on motorised scooters and motorised wheelchairs when finalised.	Bus Éireann re new policy.	BÉ update awaited. Action Carried over.

Bus Éireann previously advised Secretariat that it had not yet finalised its new policy and that due to Covid-19, BÉ will be revising its policy on this issue. No further update from BÉ.

	<u>Action</u>	<u>Responsible</u>	<u>Outcome</u>
10	<u>Connolly Station/Busáras/Luas</u> Undertake high level review to identify possible solutions to address problems in the vicinity of Connolly Station/Busáras/Luas. TII and NTA to discuss setting up of a multi-agency interchange group.	NTA and TII	Action Carried over.

The NTA previously advised that it is not in a position at present to advance with this project. When that position changes the NTA will advise the ACC. In the meantime, given that this action is an important issue for members, it is being kept as a "watching brief" action. Some members of the ACC expressed concern as the issues were a real safety concern to PWD

	<u>Action</u>	<u>Responsible</u>	<u>Outcome</u>
11	<u>Colours on new bus poles</u> NCBI to revert to NTA on further design changes.	NTA & NCBI	Update from NTA – brochure circulated. Action completed.

The NTA has developed a standardised design and information format across all bus poles which has been approved by the NTA Board. The new design was circulated to the ACC on 4 November 2020 and some members responded raising their concerns with the new design.

While it is agreed that a standardised design and information format is a positive development, some members outlined their ongoing very strong concerns and view that all replacement bus poles should be yellow coloured, similar to the majority of existing bus poles in the GDA.

The strong concerns relate to the new stainless-steel bus poles which the members feel are more difficult to see, compared to the yellow coloured bus poles. It was also suggested that it might only be in urban areas that the yellow coloured poles might be needed.

The Department noted that the concerns raised had been well articulated at ACC meetings and by the NCBI to the NTA and that the NTA had modified its original design. The NTA had sent a detailed response to members who had raised concerns following circulation of the new design to the ACC.

It was noted that the remit of the ACC on this issue was to provide a forum for discussion and to allow members to raise issues of concern to them. That forum, and the engagement that it facilitated, resulted in the NTA making changes to the design. While the changes were not to the satisfaction of all, the statutory remit for the issue rests with the NTA. Therefore, decisions such as the design and colour of bus poles are ultimately a matter for the NTA.

In response to a query, the NTA representative undertook to look into what figures are available in relation to the costs associated with maintaining the existing yellow coloured bus poles and the cost of replacing approximately 12,000 existing bus poles nationwide.

Action: The NTA representative undertook to look into what figures are available in relation to the costs associated with maintaining the existing yellow coloured bus poles, and also the cost of replacing the existing approximately 12,000 bus poles nationwide.

6. Any Other Business

(i) Consultation on matters relating to and impacting people with disabilities

It was requested by a member that this item be put on the Agenda.

Concerns regarding consultations generally

A number of members, including the DSG representatives, reiterated previously expressed views that people with disabilities are not being consulted properly and in a meaningful way. For example, while invitations to partake in consultations are sent to disability representative organisations, not all people with disabilities are members of organisations. Other strong concerns and frustrations which were outlined, include the belief that “nobody” is listening to people with disabilities.

These concerns are “across the board” and just not limited to transport issues. Those members believe that consultation should not be a tick the box exercise and that the views of PWD must be listened to and plans amended as required. Discussions are going around in circles without a positive impact for PWD on the ground. The overall view of PWD with the lack of consultation across the wider community is that of dissatisfaction and notwithstanding UNCRPD, Government and its agencies are ticking the consultation box but not acting on what is being said.

The DoT explained that the new Participation and Consultation Network being established by the Department of Children, Equality, Disability, Integration and Youth is understood to be the model which all Departments will be required to follow in terms of consultation. That new Network is understood to include a mechanism to specifically engage with people who are not members of organisations. (Note, I might have a comment on this as I was not aware that the Network would be the only manner of consultation in future)

The DoT explained that it and its agencies are committed to early and meaningful engagement with people with disabilities, particularly in view of the requirements under the United Nations Convention on the Rights of People with Disabilities (UNCRPD). For example, people with disabilities have been appointed to the Boards of all the public transport organisations and other public transport advisory committees e.g., the Taxi Advisory Committee. Such appointments are specifically to ensure that people with disabilities are represented at the highest level of decision making in the organisations. In addition, the NTA had created a specific position of Transport Accessibility Manager.

The DoT avails of opportunities to emphasise to relevant agencies outside its remit, in particular local authorities, the importance of adopting a “whole journey” approach to ensure that public transport is accessible to people with disabilities. As noted previously, public consultations have commenced in relation to new Local Authority County Development Plans. DoT’s observations on these draft Plans include reference to the obligations on state bodies under the UNCRPD to consult with people with disabilities, and to ensure access for persons with disabilities to the physical environment and transportation. The key role that Local Authorities have in ensuring a universal design approach to the built environment and to the ‘whole of journey’ approach is highlighted. The NTA is also reviewing the County Development plans from Local Authorities and is ensuring that Accessibility of the Built Environment is being included in them. DoT reminded ACC members they might wish to encourage their organisations and networks to respond to such public consultations.

Arising from concerns previously expressed, the NTA decided to include as a condition of any new NTA new funded projects, that a local authority (or other public body) must comply with the UNCRPD by consulting with people with disabilities.

Consultations regarding Local Authority Mobility Plans and BusConnects

There continues to be very strong concerns that these plans are being rolled out without Local Authorities (particularly Dublin City Council) having proper and meaningful engagement with people with disabilities.

It was stated that people with disabilities and older people do not feel safe due to what is seen as priority being given to cyclists, for example when people are getting off buses, or on the

footpath. The example was given of a person with reduced mobility having to cross two cycle lanes when getting off a bus. The safety of people with disabilities, and others, should be of paramount importance. These “day to day” safety risks are proving to be a barrier for people with disabilities. If the day-to-day experience for PWD leads them to feel more vulnerable, they will do less and this needs to be addressed particularly as a very significant part of UNCRPD is independent travel. It was further stated that regarding PWD and transport, their lives are not improving and in some cases are regressing. Another example given was that neither cyclists or scooters may be heard by older people, or those with hearing difficulties. Furthermore, it was felt that cyclists should be required to have insurance and identification. It is felt that while everybody is working hard, and notwithstanding everyone’s best efforts, the changes on the ground are having a detrimental effect for people with disabilities.

The DoT explained that, as previously discussed, implementation of the Mobility Plans is a matter coming under the remit of the relevant Local Authority. The Department of Housing, Planning and Local Government and DoT published an Interim Advice Note on the website of the Design Manual for Urban Roads and Streets (DMURS), to assist Local Authorities in the implementation of mobility plans. It includes guidance that designers should ensure that measures align with the principles of Universal Design, consider Government policy on accessibility for people with disabilities and consult with people with disabilities to further appraise measures. The NTA has continued to provide updates on the DCC Mobility Plan it receives and contact points for people to raise any concerns directly with Dublin City Council (DCC). The DoT encourages organisations and individuals to continue bring all concerns directly to DCC.

As noted earlier, the role of Departmental Disability Consultative Committees, (the ACC), is to monitor actions under the NDIS. The DoT also views the ACC as an opportunity to facilitate discussions on other areas of interest or concern. However, ultimately it is the agency with the statutory remit which makes the final decisions, and in the case of the concerns highlighted, it is the NTA for island bus stops/shared spaces under BusConnects, and the relevant Local Authority for Mobility Plans. It is recognised that the decisions reached may not be to the satisfaction of everybody, particularly when compromises may have to be reached which balance as far as possible, a range of requirements and needs.

The DoT agreed to reflect on the strong views and concerns being expressed and to see if there might be a mechanism to discuss them further, for example having a separate meeting with the members who raised these concerns.

(ii) Date of next meeting

DoT is awaiting schedule of dates for 2021 NDIS Steering Group meetings, as ACC meeting are required to be held 2 weeks in advance of the Steering Group meetings. The dates may be given at the NDISSG meeting on 10 December 2020.

A member requested the DoT to change the date of any ACC meetings if they were being scheduled for the last Wednesday of the month, because they would coincide with meetings of another Board which that member is on.

a) New Actions agreed at meeting

	<u>Action</u>	<u>Responsible</u>
1	Advise ACC what figures are available in relation to the costs associated with maintaining the existing yellow coloured bus poles and also the cost of replacing the existing approximately 12,000 bus poles nationwide.	NTA
2	Inclusion Ireland to send UK Guidelines on Changing Places to the NTA, for forwarding to the public transport agencies.	Inclusion Ireland NTA
3	The secretariat will continue to keep ACC members informed in relation to the new DoT Sustainable Mobility policy.	Secretariat

b) Ongoing/longer term actions from previous ACC meetings

	<u>Action</u>	<u>Responsible</u>
4	<u>Wheelchair spaces - new single deck buses</u> The NTA, in conjunction with IWA, to seek to identify possible solution to the issue of wheelchair spaces on the new single deck buses in Waterford and the GDA.	NTA

	<u>Action</u>	<u>Responsible</u>
5	<p><u>BÉ's new policy on motorised scooters and motorised wheelchairs</u></p> <p>Circulate BÉ's new policy on motorised scooters and motorised wheelchairs when finalised.</p>	Bus Éireann
	<u>Action</u>	<u>Responsible</u>
6	<p><u>Connolly Station/Busáras/Luas</u></p> <p>Undertake high level review to identify possible solutions to address problems in the vicinity of Connolly Station/Busáras/Luas. TII and NTA to discuss setting up of a multi-agency interchange group.</p>	NTA and TII