Bi-lingual Traffic Signs
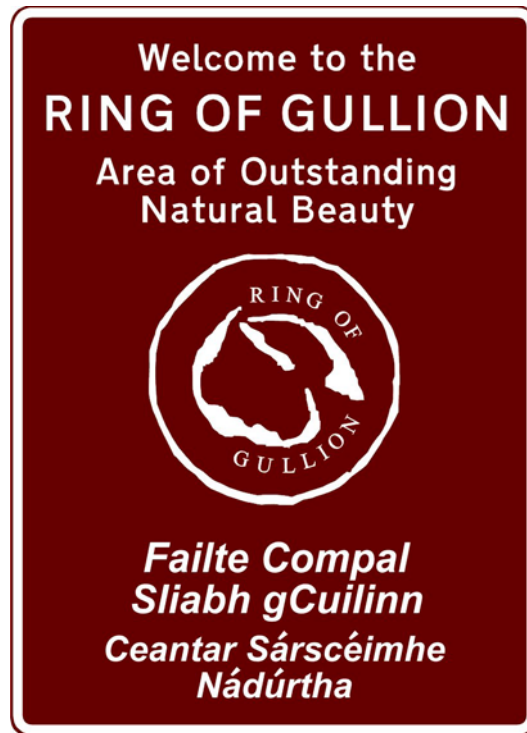# Draft Policy & Draft Equality Impact Assessment
Consultation

The consultation period will end on 11 MARCH 2011.

SEEKING YOUR VIEWS

We are carrying out a Consultation on a draft Roads Service policy and procedure guide and a draft Equality Impact Assessment (EQIA) on it. The draft policy is intended to facilitate the introduction of certain bi-lingual traffic signs in English and either Irish or Ulster-Scots for the specific purpose of promoting minority languages. The policy will help the Department meet its commitments under the European Charter for Regional or Minority Languages, which came into force on 1 July 2001.

The purpose of this consultation is to obtain:
- your views on the draft policy itself;
- your views on this draft assessment of the equality impact of the draft policy; and,
- any further information which could be useful in assessing those equality impacts.

When considering your response, the following questions may offer a useful guideline:

1. Do you have any comments on the overall policy proposal, either about the concept or the detail?

2. Do you have any general comments on the equality issues covered in this draft assessment?

3. What are your views on the draft conclusions?

4. Are there any other issues that have not been addressed? If so, what are these?

5. Is there any other relevant information you consider should have been taken into account in performing this analysis?

The Department will publish a summary of responses following completion of the consultation process. Your response, and all other responses to the consultation, may be disclosed on request. The Department can only refuse to disclose information in exceptional circumstances. Before you submit your response, please read Appendix 2 at the back of this document on the confidentiality of consultations. This will give you guidance on the legal position about any information given by you in response to this consultation.

Should you require this document in an accessible format such as Braille, audio format/CD, minority ethnic language etc, please contact us by any of the means provided below.

The document is also available for download at www.drdni.gov.uk

Comments can be sent to us at;

Department for Regional Development
Roads Service, Transportation and Engineering Policy Unit
Room 3-29
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB

or e-mailed to: roads.transportation@drdni.gov.uk

The consultation period will end on 11th March 2011.

Following consideration of all responses a final Equality Impact Assessment will be published on the Department's website at http://www.drdni.gov.uk under the consultations link.

This document is also available from the Department at the address given above or by calling 028 9054 0633 or by using our textphone number 028 9054 0022.

Contents

1 Executive Summary

1.1 In response to requests for such signing, and in keeping with the spirit of the European Charter for Regional or Minority Languages, Roads Service has developed a draft policy and procedure guide for the provision of bi-lingual traffic signing.

1.2 The draft policy is intended to facilitate the introduction of a limited number of certain bi-lingual traffic signs in English and either Irish or Ulster-Scots for the specific purpose of promoting minority languages.

1.3 Fuller information about the detail of the draft policy is contained in Section 3.

1.4 This draft EQIA examines the various factors influencing the policy development and how these factors impact on the section 75 groupings.

1.5 This draft EQIA concludes that the Department is unaware of any data to suggest that the policy has a differential impact on the majority of Section 75 groups. However, there are differential impacts, both positive and negative on the political opinion and religious beliefs groupings.

1.6 It also concludes that the proposal for bi-lingual traffic signs has the potential to have a negative impact on good relations between persons of different political opinion.

1.7 However, the Department would maintain that the policy has been carefully developed in order to try and minimise this impact by confining the use of bi-lingual traffic signing to discrete areas where there is a confirmed overall support for such signing.

1.8 The Department would invite comment on any part of this Draft EQIA and would welcome any data that consultees feel is relevant.

1.9 The Department would also invite comment on any aspect of the draft policy contained in Appendix 1, and welcome any suggestions on how it could be improved.

2 Introduction

2.1 This section outlines the background to the creation and purpose of this document.

Section 75

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

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

2.3 In addition, without prejudice to its obligations above, the Department must also have regard to the desirability of promoting good relations between persons of different religious belief, political opinion or racial group.

2.4 The Department is fully committed to complying with the statutory requirements of section 75 of the Northern Ireland Act 1998.

2.5 Under section 49A of the Disability Discrimination Act 1995 (DDA 1995) (as amended by the Disability Discrimination (Northern Ireland) Order 2006), the Department is required 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 ('the disability duties').

2.6 This consultation document presents the findings of a draft EQIA on the draft policy and procedure guide.

2.7 The draft EQIA has been carried out in accordance with the guidance set down by the Equality Commission for Northern Ireland in its Practical Guide on Equality Impact Assessment.

2.8 The draft EQIA considers the impact that the policy may have for the section 75 groupings within the general public especially persons with disabilities.

Why is this Consultation being undertaken

2.9 The European Charter for Regional or Minority Languages came into force in the UK on 1 July 2001. In Northern Ireland, it applies to Irish and Ulster-Scots.

2.10 While the Charter does not place any direct responsibility on the Department in respect of traffic signing, it requires that the Department's business in relation to the use of Irish, in particular, be examined in a pro-active way, with a view to protecting and promoting use of the Irish language. In light of this, and associated requests for such signing, Roads Service developed a draft policy

and procedure guide to allow the inclusion of either Irish or Ulster-Scots as well as English on certain traffic signs.

2.11 As with all new or revised policies a Section 75 Equality of Opportunity Screening Analysis was undertaken and this concluded that the draft policy should be the subject of a full EQIA given the potential for impact on equality of opportunity and good relations.

2.12 We believe that the draft policy proposal will impact on the political opinion and religious belief Section 75 groups. We would expect that those from a Nationalist/Catholic background would be more likely to be generally supportive of the draft policy while those from a Unionist/Protestant background less so.

3 Defining the Policy

3.1 A full version of the draft policy and procedure guide is contained at Appendix 1.

3.2 The draft policy will permit the inclusion of either Irish or Ulster-Scots, as well as English on the following types of signs:
   (i) town/village place name signs;
   (ii) some worded supplementary plates to standard warning signs (e.g. 'School'); and,
   (iii) certain tourist signs.

3.3 All signs to be treated 'bi-lingually' will be based on existing prescribed signing and will generally be subject to existing design standards. Examples are as follows:

3.4   The types of sign have been carefully chosen so that they can be employed in discrete localised areas to minimise their impact and to go some way to ensuring that they will get as much local support as possible.

3.5   The principal language to be used on traffic signs is English. It shall always take precedence where a legend is present on a traffic sign.

3.6   Only one additional language may be added to a sign as drivers must be able to fully assimilate the message displayed on a sign.

3.7   Where the additional language spelling is the same or very similar to the English version, then it should be omitted from the sign to avoid redundancy and possible driver confusion.

3.8 Where there is more than one possible spelling of the alternative place name, in either Irish or Ulster-Scots, then the local Council, as the applicant and representative for the area, shall decide which should be used.

3.9 Additional languages shall always be added in italics at 80% size of the English version and shall be located below the English version.

3.10 The proposal is that signs will have to be requested by a promoter through their local District Council. The promoter may be the Local Council in the case of town or village entry signs, a local tourist operator in the case of tourist signs, or the manager of the facility in the case of the warning supplementary signs, which could, for example, be a school Principal.

3.11 The local District Council will be responsible for reimbursing Roads Service of the total cost of the sign approval, design, manufacture and erection, although it is envisaged that the local District Council will recover these costs from the promoter. No direct cost will be borne by the Department.

3.12 It is recognised that this could be a politically sensitive issue and may not be accepted in all areas. Consequentially, in order to ensure a degree of local support for any bilingual signing proposal, Roads Service will require, as a pre-requisite, confirmation that the proposal has the support of the relevant local council.

3.13 There are no plans to provide bi-lingual signs generally, particularly given the different perspectives of the different councils. It would also be difficult to justify the expenditure required to make wholesale changes to road the signing system to include a second language given the current economic difficulties.

4   Consideration of Available Data and Research

4.1   We looked at the following sources of quantitative data:

- Census 2001;

- NI Omnibus Survey, January 2007; and,

- NI Life and Times Survey (NILT), 1999;

- Research on bi-lingual signing in Wales; and,

- Roads Service correspondence and photographs.

4.2   The 2001 Census recorded that, of the some 1.6 million people aged 3 and over living in Northern Ireland, 167,490 had some knowledge of Irish and 1,450,467 had no knowledge of Irish.

4.3   Of the 167,490 figure, the Census recorded 75,125 individuals who could speak, read, write and understand Irish. In addition:

- 36,479 people were recorded as being able to understand spoken Irish but not read, write or speak the language;

- 24,536 as able to speak the language but not read or write it;

- 7,183 as able to speak and read Irish but not write it; and,

- a further 24,167 as having some other combination of skills.

The 2001 Census data can be found via the following link: http://www.nisranew.nisra.gov.uk/Census/pdf/Key%20Statistics%20 ReportTables.pdf

4.4   There are no census data relating to the number of Ulster-Scots speakers anywhere within the United Kingdom. The Northern Ireland Life and Times survey (NILT, 1999) found that 2% of the population spoke Ulster-Scots, which would be around 35,000 people.

4.5 The NI Omnibus Survey is conducted several times each year by the Central Survey Unit of the Northern Ireland Statistics & Research Agency (NISRA) and is designed to provide a snapshot of the behaviour, lifestyle and views of a representative sample of people aged 16 and over. In January 2007, the survey reported that 18% of respondents had some knowledge or understanding of Irish whilst 4% of respondents had some knowledge or understanding of Ulster-Scots.

4.6 In terms of research it would appear that most extensive exploration of the matter has been undertaken on the use of bi-lingual traffic signs in Wales. A number of reports were reviewed and these are as follows:

- Rutley K.S. 1972, An Investigation into Bi Lingual (Welsh / English) Traffic Signs. TRRL Report LR 475. Transport Research Laboratory, Crowthorne, UK.

- Bowen R. 1972, Bi lingual Traffic Sign Report of the Committee Inquiry. Welsh Office.

- Rutley K.S. 1974, A Second Investigation into Bilingual (Welsh English) Traffic Signs. TRRL Supplementary Report 34 UC. Transport Research Laboratory, Crowthorne, UK.

- Ryder J.P. 1980, Bilingual Traffic Signs in Wales - A Review. Department of Town Planning University of Wales Institute of Science and Technology.

4.7   Apart from the 'Committee of Inquiry' report the investigations primarily concentrated on the technical considerations and in particular those related to road safety. The 'Committee of Inquiry' report also gathered data in the form of views from others and the position elsewhere.

4.8   In terms of sign design a main recommendation that any bi-lingual traffic sign should conform in general to the existing prescribed standards of size, colour and shape.

4.9   The reports recognise that adding any additional information to a sign will increase reading times and that a second language will further add to this. However, all of the reports and particular the latest one, Ryder, concluded that there is no evidence to suggest that bi-lingual signs are associated with adverse safety effects.

4.10   The 'Committee of Inquiry' report also examined the use of bi-lingual signs elsewhere and concluded that these present no major difficulties in terms of conforming to international agreements (for traffic signs) or in terms of providing a practicable traffic signing system.

4.11   None of the reports however explored the equality aspects of introducing a bi-lingual signing system.

4.12   Bi-lingual traffic signing is also used throughout the Republic of Ireland and in some parts of the Highlands of Scotland. Roads Service is not aware of any formal research or data that assesses the impact of either.

4.13   In terms of other data, Roads Service has over the past number of years regularly received correspondence requesting the provision of

bi-lingual traffic signing. This correspondence has come from a mixture of private individuals and public representatives. The vast majority of requests have been for Irish to be included as the second language.

4.14 In terms of existing traffic signing, which may be construed by some as politically sensitive, Roads Service is aware of some on-going difficulties with the presentation of 'Londonderry' on some of its traffic signs. The word London is often painted over to leave derry, which in some cases is then subsequently painted over in a tit-for-tat act of vandalism.

5   Assessment of Impact

5.1   The narrative which follows highlights the impact of the implementation of the policy on each of the individual Section 75 groups.

5.2   **Political Opinion -** the Department has concluded that there may be a positive impact on those from Nationalist background and a negative impact on those from a Unionist background. Where requests for bi-lingual traffic signing have come from political

representatives, these have generally been from those representing a Nationalist party. The on-going difficulties with the presentation of Londonderry on traffic signs would seem to confirm the differing perspectives of those of different political outlooks.

5.3 **Religious Belief –** Given the link that exists between politics and religion in that those from a Nationalist background are usually brought up in the Catholic faith whilst those from a Unionist background are usually brought up in a Protestant faith, it is reasonable to assume that the findings for political opinion may also apply to religious belief.

5.4 **Racial Groups -** the Department has concluded that there is no known reliable data to indicate that this policy will have a particular impact on a particular racial group. The Department would comment that bi-lingual road signs have been used throughout both the Republic of Ireland and in Wales, and certain parts of Scotland with no reported difficulties in either respect. English is still retained as the main the language on signs and it is assumed that the majority of economic migrants will have sufficient knowledge of it.

5.5 **Age Groups** - the Department has concluded that there is no known reliable data to indicate that this policy will have a particular impact on people of different ages.

5.6 **Men and Women in General -** the Department has concluded that there is no known reliable data to indicate that this policy will have a particular impact between men and women in general.

5.7 **Sexual orientation -** the Department has concluded that there is no known reliable data to indicate that this policy will have a particular impact on persons of a particular sexual orientation.

5.8 **Marital status -** the Department has concluded that there is no known reliable data to indicate that this policy will have a particular impact on persons of a particular marital status.

5.9 **People with disabilities -** the Department has concluded that there is no known reliable data to indicate that this policy will have a particular impact on people with disabilities. The assessment did consider the possible impact that the use of two languages on a sign could present for some people with learning difficulties but the Department was unable to source any data that suggested a direct correlation. Again the Department would comment that there are no reported difficulties either in the Republic of Ireland, Wales or the Highlands of Scotland where bi-lingual traffic signs are used.

5.10 **Persons with dependants -** the Department has concluded that there is no known reliable data to indicate that this policy will have a particular impact on persons with dependants.

5.11 In the absence of **reliable data**, we would welcome comments in relation to the impact of this policy as part of the public consultation exercise.

5.12 The proposal for bi-lingual traffic signs has the potential to have a negative impact on **good relations** between persons of different political opinion and religious belief.

6   Consideration of Alternatives and Mitigation

6.1 In developing the draft policy three main options were considered, which are as follows:
- Do nothing;
- Treat all traffic signs bi-lingually; and,
- Select a limited range of certain signs for treatment.

6.2 'Doing nothing' was not commensurate with the overall desire to include either Irish or Ulster Scots on traffic signs for the specific purpose of promoting both languages. It was therefore set aside.

6.3 Treating all signs bi-lingually would place an enormous burden on Roads Service in terms of finance, to replace the signs, and staff resource, to design the signs and manage their installation. This would have been difficult to justify given that there is no operational need for the inclusion of other languages. If all signs were to be considered then the three languages would need to be accommodated which would have a disproportionate affect on the size of signs and the amount of information that can be safely displayed. This option could not be justified for economic reasons.

6.4 The final option was to consider a limited range of signs which, when treated bi-lingually, could be confined to discrete areas where a level of local support could be confirmed. This proposal also means that the costs for the signs can be recovered from the promoter ensuring that provision of such signs is, as far as possible, cost neutral to the Department. This is the preferred option.

6.5 It should be noted that all of the proposed new signs developed as a result of this draft policy are based on existing prescribed signs and follow the design rules currently used here. These design rules have been developed over many years by the Department for Transport in London and the methodologies used are founded on extensive research.

6.6 In recognition of concerns about reading times and road safety, any second language shall always be added in italics at 80% size of the English version. It shall also be located below the English version.

6.7 The Department considers that all viable mitigation measures were explored during the decision making process.

7 Conclusion

7.1 The screening for the draft policy recommended that the draft policy be the subject of an EQIA.

7.2 This draft EQIA concludes that the Department is unaware of any known reliable data to suggest that the proposed policy presents any form of differential impact to the following groupings: racial groups; age groups; men and women in general; sexual orientation; marital status; and, persons with dependants.

7.3 This draft EQIA also concludes that there is potentially a positive impact on the religious belief and political opinions groupings and in particular those of a catholic/nationalist persuasion.

7.4 However, this draft EQIA also concludes that there is also potentially a negative impact on the religious belief and political opinions groupings and in particular those of a unionist persuasion.

7.5 The proposal for bi-lingual traffic signs has the potential to impact on good relations between persons of different political opinion.

7.6 However, the Department would maintain that the policy has been carefully developed in order to try and minimise these impacts by confining the use of bi-lingual traffic signing to discrete areas where there is a confirmed level of overall support for the signing. However, the Department has also to be mindful of issues such as the on going difficulties with the presentation of Londonderry on traffic signs (paragraph 4.14) which may indicate that a minority of

the community, from both sides of the political divide may have difficulties with the draft policy proposal.

7.7   The Department invites comment on any part of this Draft EQIA and welcomes any data that consultees feel is relevant to draft policy.

7.8   The Department also invites comment on any aspect of the draft policy contained in Appendix 1, and welcome any suggestions on how it could be improved.

8   Formal Consultation

8.1   This equality impact assessment is issued in draft form for public consultation for an 8 week period starting during the week commencing 10th January 2011.

8.2   This draft EQIA is being issued to all consultees listed in the Department's Equality Scheme. A full list of consultees is detailed at Appendix 3.

8.3   The draft EQIA has been placed on the Department's website http://www.drdni.gov.uk from which it can be downloaded.

9   Policy Decision

9.1   This draft EQIA will be finalised following consideration of the comments made during the consultation process with the final decision taken by the Minister.

10 Publication of the Results of the EQIA

10.1 All those who responded to the consultation exercise will be informed of the outcomes of the EQIA.

10.2 The EQIA will be published on the Department's website and copies in accessible format will be available on request (contact details as given on pages (ii) and (iii) of this consultation document).

11 Monitoring for Future Adverse Impact and Publication of Results

11.1 The Department will monitor the impacts of any introduction of bi-lingual traffic signs and identify any unforeseen results.

11.2 The outcome of the monitoring will be reviewed and the results published in The Department's annual progress report to the Equality Commission.

Roads Service Policy & Procedure Guide: RSPPG_E0XX

Title:	Bi-lingual Road Signs

Author:	
Owner:	Director of Engineering
Version:	1
Date Issued:	

Classification

Procedure Category:	Engineering
Business Category:	Network Management
Business Function:	Informing Road Users
Business Activity:	Traffic Signs

Notes

Certification

This document complies with Roads Service Policy and is to be implemented with effect from the date of issue.
(Signed)   Director of Engineering
Certification Date:

1.1 **Purpose**

1.1.1 This Roads Service Policy & Procedure Guide (RSPPG) sets out policy for the inclusion of minority languages on certain roads signs and where so included, how such signs are to be designed and funded.

1.2 **Definitions**

1.2.1 Regional or Minority Language – a language traditionally used within a given territory of a State by nationals of that State who form a group numerically smaller than the rest of the State's population and which is different from the official language(s) of that State.

1.2.2 Cost, total cost, etc – The combined cost of design, purchase, erection and illumination or reflectorisation of a sign, including administration charges.

1.2.3 Hamlet – a settlement with a population of between 50 – 499 [a]

1.2.4 LTN – Local Transport Note published by The Stationery Office

1.2.5 TSR – The Traffic Signs Regulations (Northern Ireland) 1997

1.2.6 TSM – The Traffic Signs Manual published by The Stationery Office

1.3 **Background**

1.3.1 The European Charter for Regional or Minority Languages came into force in the United Kingdom on 1st July 2001.

1.3.2 The thrust of the Charter is to pro-actively protect and promote regional and minority languages. Its overriding purpose is cultural. In Northern Ireland it applies only to Irish and Ulster-Scots.

1.3.3 Following a number of representations from elected representatives, interest groups and individuals, the Roads Service Board, at it's meeting on 26th May 2006, agreed that three groups of traffic sign should be considered in relation to the implementation of the Charter. These were:

- the erection by Councils of town/village place name signs bearing the Irish or Ulster-Scots equivalent of the name in addition to the English version;

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[a] Taken from the draft Sub-Regional Transport Plan which adapted a system of classification of settlements from the Report of the Inter-Departmental Urban-Rural Group published in February 2005 http://www.nisra.gov.uk/archive/urbanreport.pdf

- the display of Irish or Ulster-Scots in addition to English on certain worded supplementary plates to standard warning signs (e.g. 'School') if requested by the premise; and

- the inclusion, in consultation with the NI Tourist Board, of Irish or Ulster-Scots in addition to English on signs funded by private premise owners (e.g. tourist destinations, churches, schools and certain commercial premises) in close proximity to the destination.

1.4 Implementation

1.4.1 This RSPPG shall be implemented with immediate effect.

1.5 Costs and benefits

1.5.1 It is anticipated that all costs incurred by Roads Service in connection with the design, supply and erection of the sign types referred to above will be recoverable.

1.5.2 The main benefits to derive from implementation of this RSPPG will be an increased opportunity to service customer expectations for the inclusion of regional or minority languages on road signs. This RSPPG will clarify for Roads Service staff the circumstances in which Roads Service will permit the provision of such signs on the public road.

2 Roads Service Policy & Procedure

2.1 Core principles

2.1.1 This policy shall only apply to the following generic sign types;

- Town/village nameplate signs;

- Privately funded tourist signing (TSR Schedule 7 Part III).

- Certain worded supplementary plates;

2.1.2 All applications for the erection of new signs or the replacement of existing signs must be made through the appropriate local authority.

2.1.3 In order to ensure community support for the inclusion of Irish or Ulster-Scots on signs, applications will only be considered where there is an affirmative resolution of support from the local authority.

2.1.4 The local authority shall be responsible for the reimbursement to Roads Service of all costs associated with the provision of new signs or replacement of existing signs in any of the above categories containing Irish or Ulster-Scots in addition to the English equivalent.

2.2 Town/Village Nameplate Signs

2.2.1 Town/Village nameplate signs are those included in TSR Schedule 7: Part V. Roads Service policy on the provision of town/village nameplate signs is articulated both in paragraph 4.1.2 of RSPPG_E029 'The Signing of Tourist Attractions and Facilities' and paragraph 2.7.9 of RSPPG_E034 'Direction Signs' and this policy shall remain unchanged.

2.2.2 Examples of typical town / village signs are shown in Appendix 1.

2.3 Privately Funded Tourist Signing

2.3.1 Tourist Signs are those included in TSR Schedule 7: Part III. Roads Service policy on the provision of Tourist Signing is articulated in RSPPG_E029 'The Signing of Tourist Attractions and Facilities and this policy shall remain unchanged.

2.3.2 Examples of typical Tourist signing are shown in Appendix 2

2.4 **Supplementary Plates**

Only supplementary plates which refer to the existence of a community facility shall be included in this policy. Only the following diagram numbers will be considered for the inclusion of a second language.

- School – Diagram 546

- Patrol – Diagram 547.1

- Playground – Diagram 547.2

- Disabled People – Diagram 547.4

- Disabled Children – Diagram 547.7

2.4.1 Sample of these diagrams are shown in Appendix 3.

2.5 **Sign design**

2.5.1 The principal language to be used on traffic signs is English. It shall always take precedence where a legend is present on a traffic sign.

2.5.2 In the interests of road safety drivers must be able to fully assimilate the message displayed on a sign. For this reason **only one** additional language may be added to a sign and lengthy place names in an additional language should be avoided. Where the length of the destination name is considered by Roads Service to be excessive, it may be omitted if no suitable abbreviation exists. Roads Service shall be the final arbiter as to what is displayed on the sign.

2.5.3 Where the additional language spelling is the same or very similar to the English version, then it should be omitted from the sign to avoid redundancy and possible driver confusion.

2.5.4 Where there is more than one possible spelling of the alternative place name, in either Irish or Ulster-Scots, then the local Council, as the applicant and representative for the area, shall decide which should be used.

2.5.5 All bilingual traffic signs shall comply with the rules of traffic sign design prevailing at the time of erection (currently Chapter 7 of TSM and LTN 1/94). In particular, the legend x-height shall be the same as that for other direction signing on the road, namely, that appropriate to the 85th- percentile speed of traffic, as indicated in Appendix A of LTN 1/94.

2.5.6 Additional languages shall always be added in italics at 80% size of the English version. Spacing between the two blocks of legend shall be 2 sw (stroke widths). Legends within blocks should be centered. Sign legend and background colours shall conform to TSR requirements. Signs shall be illuminated in accordance with Roads Service policy on sign illumination and reflectorisation.

2.6 **Sign erection**

2.6.1 In all cases where signs have been agreed with Roads Service, the local Council shall enter into an agreement drawn up in accordance with Article 29(3) of RTRO and the terms and conditions specified for the provision of permanent signs contained within Appendix A of RSPPG_E034 Direction Signs. The local Council shall then supply and erect signs that comply in all respects with the agreement entered into.

2.7 **Financial arrangements**

2.7.1 The local Council shall be responsible for payment of all approving signing covered by this RSPPG.

Equality Impact Assessment (EQIA)

Section 75 of the Northern Ireland Act 1998

An equality screening analysis has been carried out on the policy contained within this RSPPG. The analysis identified potential differential impacts on two groups listed in section 75 of the Northern Ireland Act 1998, namely political opinion and religious belief. A full equality impact assessment is recommended.

4 References

4.1 General References

4.1.1 The Traffic Signs Regulations (Northern Ireland) 1997

4.1.2 RSPPG_E029 – The signing of Tourist Attractions and Facilities

4.1.3 RSPPG_E034 – Direction Signs

4.1.4 Local Transport Note 1/94 – The Design and use of Directional Informatory Signs

5 Appendices

5.1 Appendix 1- Sample Town/Village Nameplate Signs

Figure 1
Standard monolingual sign
(1.9 x 1.9m 150 / 75mm x-height)

Figure 2
Bilingual version of place name only
(additional language version of place
name at 80% of English version)
(1.9 x 2.1m 150 / 75mm x-height)

Figure 3
All sign elements replicated in Irish
(2.7 x 2.7m 150 / 75mm x-height)

Figure 4
All sign elements in Ulster-Scots
(1.9 x 2.7m 150 / 75mm x-height)

Appendix 2 – Sample Tourist Destination Signs

Figure 1
Bilingual "Tourist information" signs with Irish and Ulster-Scots
(additional language at 80% size of English version)

Figure 2
Bilingual "Museum" sign with Irish only.
Ulster-Scots version same as English
(additional language at 80%
size of English version)

Figure 3
Bilingual "Area of Outstanding Natural
Beauty" sign with Irish
(additional language size varies)

Appendix 3 – Sample Warning Signs and Supplementary Worded Plates

Bilingual "School" and "Playground" signs with Irish and Ulster-Scots
(additional language at 80% size of English version)

Bilingual "Disabled children" sign and "Disabled people" plate with Irish and
Ulster-Scots (additional language at 80% size of English version)

Bilingual "Patrol" sign with Irish.
Ulster-Scots version same as
English (additional language at
80% size of English version)

Freedom of Information Act 2000 – Confidentiality of Consultations

The Freedom of Information Act gives the public a right of access to any information held by a public authority, namely, the Department in this case. This right of access to information includes information provided in response to a consultation. The Department cannot automatically consider as confidential information supplied to it in response to a consultation. However, it does have the responsibility to decide whether any information provided by you in response to this consultation, including information about your identity, should be made public or treated as confidential.

This means that information provided by you in response to the consultation is unlikely to be treated as confidential, except in very particular circumstances. The Lord Chancellor's Code of Practice on the Freedom of Information Act provides that: The Department should only accept information from third parties in confidence if it is necessary to obtain that information in connection with the exercise of any of the Department's functions and it would not otherwise be provided.

The Department should not agree to hold information received from third parties 'in confidence' which is not confidential in nature. Acceptance by the Department of confidentiality provisions must be for good reasons, capable of being justified to the Information Commissioner.

List of Consultees

All Government Departments (12 + 2 Junior Ministers)

All Local Government Councils (26) (E-mail)

All MLAs (108)

All NI Members of Parliament

All NI Members of European Parliament

Altnagelvin Hospitals HSS Trust

Age Northern Ireland

Age Sector Platform (E-mail)

Alliance Party of Northern Ireland

An Munia Tober (E-mail)

Antrim Borough Council (E-mail)

Ards Borough Council (E-mail)

Armagh City & District Council (E-mail)

Autism NI (E-mail)

Automobile Association

Ballymena Borough Council (E-mail)

Ballymoney Borough Council (E-mail)

Banbridge District Council (E-mail)

Barnardos NI (E-mail)

Barnardos Tuar Ceatha Project

Belfast Butterfly Club (E-mail)

Belfast City Council (E-mail)

Belfast Education and Library Board

Belfast Harbour (E-mail)

Belfast Health and Social Care Trust

Belfast Healthy Cities Project (E-mail)

Belfast Hebrew Congregation

Belfast International Airport (E-mail)

Belfast Islamic Centre (E-mail)

Belfast Solicitors' Association

British Deaf Association (NI) (E-mail)

Bryson House (E-mail)

BT

Cara-friend

CARE in Northern Ireland (E-mail)

Carers Northern Ireland (E-mail)

Carrickfergus Borough Council (E-mail)

Carlingford Lough Commission

Castlereagh Borough Council (E-mail)

Catholic Bishops of Northern Ireland

Cedar Foundation (E-mail)

Centre for Aging Research and Development in Ireland (E-mail)

Child Poverty Action Group

Children in Northern Ireland (E-mail)

Children's Law Centre (E-mail)

Chinese Welfare Association (E-mail)

Chrysalis Women's Centre (E-mail)

Church of Ireland

Citizens Advice Bureau (E-mail)

City of Derry Airport (E-mail)

Coalition on Sexual Orientation (E-mail)

Coiste-na n-iarchimi

Coleraine Borough Council (E-mail)

Coleraine Harbour (E-mail)

Commissioner for Children and Young People (E-mail)

Committee on the Administration of Justice (E-mail)

Community Development and Health Network (E-mail)

The Community Foundation (E-mail)

Community Places (E-mail)

Community Relations Council

Community Transport Association (E-mail)

Confederation of British Industry (E-mail)

Concordia Partnership for Progress (E-mail)

Conservation Volunteers Northern Ireland (E-mail)

Consumer Council for NI (E-mail)

Cookstown District Council (E-mail)

Co-ownership Housing Association

Council for Nature Conservation and the Countryside

Craigavon Borough Council (E-mail)

Cruse Bereavement Care (NI)

Democratic Unionist Party (E-mail)

Departmental Library (2)

Departmental Solicitors' Office

Derry City Council (E-mail)

Derry Well Woman (E-mail)

Disability Action (E-mail)

Down District Council (E-mail)

Down's Syndrome Association (E-mail)

Dungannon & South Tyrone Borough Council (E-mail)

Eastern Health and Social Services (E-mail)

Economic Research Institute of Northern Ireland (E-mail)

Employers' Forum on Disability (E-mail)

Equality Commission for NI (E-mail)

Equality Forum NI

Executive Council of the Inn of Court of NI

Falls Community Council (E-mail)

Falls Women Centre (E-mail)

Federation of Passenger Transport

Federation of Small Businesses (E-mail)

Fermanagh District Council (E-mail)

Fermanagh Women's Network

First Division Civil Servants' Association

Food Standards Agency NI

Foyle Women's Aid (E-mail)

Foyle Women's Information Network (E-mail)

FPA NI

Friends of the Earth (E-mail)

Gay and Lesbian Youth (NI) (E-mail)

George Best Belfast City Airport (E-mail)

Gingerbread NI (E-mail)

Green Park HSS Trust

Green Party (NI)

Guide Dogs (E-mail)

Health and Safety Executive for Northern Ireland (E-mail)

Help the Aged (NI)

HM Council of County Court Judges (NI)

IMTAC (E-mail)

Indian Community Centre (E-mail)

Inland Waterways Northern Ireland

Institute of Directors (E-mail)

Institute of Professional Legal Studies (QUB)

Institution of Highways and Transportation (E-mail)

Invest Northern Ireland (E-mail)

Irish Congress of Trade Unions (NI Committee) (E-mail)

Irish & Local Studies Department, Central Library

Irish Transport Trust (E-mail)

Labour Party

Larne Borough Council (E-mail)

Larne Harbour (E-mail)

Law Centre (NI)

Law Society of Northern Ireland (E-mail)

Legal Deposit Libraries

Lesbian Line (E-mail)

Limavady Borough Council (E-mail)

Lisburn City Council (E-mail)

Living Streets (E-mail)

Local Government Staff Commission for Northern Ireland (E-mail)

Londonderry Harbour Office (E-mail)

Lower North Belfast Community Council (E-mail)

Magherafelt District Council (E-mail)

Magherafelt Women's Group (E-mail)

MENCAP (E-mail)

Methodist Church in Ireland (E-mail)

Mid-Ulster Women's Network (E-mail)

Ministry of Defence

Mobilise NI

Motorcyclist Action Group

Moyle District Council

Multi-Cultural Resource Centre (E-mail)

National Energy Action

Newry & Mourne District Council (E-mail)

Newry & Mourne Senior Citizens' Consortium (E-mail)

Newry & Mourne Women Ltd (E-mail)

NIACRO (E-mail)

NI Bird Watchers' Association (E-mail)

NI Cycling Initiative (E-mail)

NIE

NI Environment Link (E-mail)

NI Islamic Centre

NI Women's Aid Federation

North Down Borough Council (E-mail)

North Eastern Education and Library Board (E-mail)

North South Ministerial Council

North West Community Network (E-mail)

North West Forum of People with Disabilities (E-mail)

Northern Health and Social Care Trust

Northern Health and Social Services Board

Northern Ireland Ambulance Service

Northern Ireland Anti-Poverty Network (E-mail)

Northern Ireland Assembly

Northern Ireland Association for Mental Health (E-mail)

Northern Ireland Association of Citizens' Advice Bureaux (E-mail)

Northern Ireland Chamber of Commerce and Industry (E-mail)

Northern Ireland Chamber of Trade

Northern Ireland Chest, Heart and Stroke Association (E-mail)

Northern Ireland Community Relations Council (E-mail)

Northern Ireland Conservative Association

Northern Ireland Council for Ethnic Minorities (E-mail)

Northern Ireland Council for Voluntary Action (E-mail)

Northern Ireland Court Service

NIE

Northern Ireland Gay Rights Association (E-mail)

Northern Ireland Human Rights Commission (E-mail)

Northern Ireland Judicial Appointments Commission

Northern Ireland Law Commission

Northern Ireland Local Government Association (NILGA)

Northern Ireland Office (Human Rights & Equality Unit) (E-mail)

Northern Ireland Ombudsman

Northern Ireland Public Service Alliance (E-mail)

Northern Ireland Rural Development Council (E-mail)

Northern Ireland Rural Women's Network (E-mail)

Northern Ireland Statistics and Research Agency (E-mail)

Northern Ireland Tourist Board (E-mail)

Northern Ireland Transport Holding Company (E-mail)

Northern Ireland Women's European Platform

NSPCC (E-mail)

NTL Cable Tel

NUS-USI (E-mail)

Office of the Archbishop of Armagh (E-mail)

Omagh District Council (E-mail)

Omagh Women's Area Network (E-mail)

The Omnibus Partnership (E-mail)

Parents' Advice Centre (E-mail)

Parents and Professionals and Autism

Participation and the Practice of Rights Project

The Participation Network (E-mail)

Phoenix Gas (E-mail)

POBAL (E-mail)

Polish Association NI (E-mail)

Presbyterian Church in Ireland (E-mail)

Press for Change (E-mail)

Progressive Unionist Party (E-mail)

Protestant, Unionist, Loyalist Network

Quarry Products Association (E-mail)

Queen's University Belfast

Queer Space (E-mail)

RAC

Rainbow Project (E-mail)

Relate NI

RNIB (NI) (E-mail)

Road Haulage Association

Road Safety Council for Northern Ireland (E-mail)

ROSPA

Royal Group of Hospitals

Royal National Institute of Blind People (E-mail)

Royal National Institute for the Deaf (NI) (E-mail)

Rural Community Network (E-mail)

Rural Community Transport Partnerships (18)

Rural Development Council

Rural Support (E-mail)

Save the Children (E-mail)

SDLP (E-mail)

Sense NI (E-mail)

Sign Language Centre Belfast

Sikh Cultural Centre

Sinn Fein (E-mail)

Southern Education and Library Board (E-mail)

Southern Health and Social Care Trust

Southern Education and Library Board

South Eastern Health and Social Care Trust

South Tyrone Empowerment Programme (E-mail)

Sperrin Lakeland Senior Citizens' Consortium (E-mail)

Staff Commission for Education and Library Boards

St. Angelo Airport (E-mail)

Strabane District Council (E-mail)

SUSTRANS (E-mail)

Traditional Unionist Voice

Translink (E-mail)

Transport 2000

Travellers' Movement NI

Ulster Archaeological Society (E-mail)

Ulster Automobile Club

Ulster Scots Heritage Council (E-mail)

Ulster Society for the Protection of the Countryside (E-mail)

Ulster Unionist Party (E-mail)

Ulster Wildlife Trust

ULTACH (E-mail)

UNISON (E-mail)

University of Ulster

Viridian

Warrenpoint Harbour (E-mail)

West Belfast Taxi Association

Western Education and Library Board

Western Health and Social Services Board

Western Health and Social Care Trust

Wildfowl and Wetlands Trust (E-mail)

Women's Forum (E-mail)

Women's Forum Northern Ireland (E-mail)

Women's Information Group (E-mail)

Women's Resource and Development Agency (E-mail)

Women's Support Network (E-mail)

Workers' Party (E-mail)

World Wide Fund for Nature

Youth Council for NI (E-mail)

Youthnet (E-mail)

Mr A Arlow, Newcastle

Ms O'Kane, Londonderry