

CONSULTATION ON NEW REGULATIONS CONCERNING THE CONDUCT OF PASSENGERS AND DRIVERS
ON PUBLIC SERVICE VEHICLES

November 2015

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CONSULTATION ON NEW REGULATIONS CONCERNING THE CONDUCT OF PASSENGERS AND DRIVERS ON PUBLIC SERVICE VEHICLES

Proposals for Public Consultation

Date: November 2015

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Alternative Formats

This publication is available, on request, in large print, Braille and audio alternative formats. Please advise us as soon as possible if you require this.

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Abbreviations

The table below outlines some abbreviations used within this document.

Abbreviation Meaning / Definition

DOE	Department of Environment
RSVRD	Road Safety & Vehicle Regulation Division
FOIA	Freedom of Information Act 2000
DPA	Data Protection Act 1998
DVA	Driver & Vehicle Agency
OL	Operator Licence

Arrangements

Purpose of Consultation

This consultation document seeks your views on proposals to amend the Public Service Vehicles Regulations (Northern Ireland) 1985 to introduce new duties for bus drivers with regards to passengers with disabilities. This will bring NI into line with Britain.

Your views are invited on the proposals and, in particular, their likely impact on you and /or on your organisation.

This consultation will be of particular interest to you if you provide or use any of the following services in public service vehicles¹ which seat 9 or more passengers:

Your invitation to comment

This consultation is aimed at those involved in providing transport services by public service vehicles in Northern Ireland, and those who represent disability awareness charities.

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1. A Public Service Vehicle is defined in Article 2 of the Road Traffic (NI) Order 1981 as a "motor vehicle or a trolley vehicle used in standing or plying for hire, or used to carry passengers for hire, but does not include any vehicle in respect of which a certificate of exemption in the prescribed form has been issued by the Department, any motor vehicle exempted from licensing requirements by virtue of section 10A of the Transport Act (Northern Ireland) 1967 or any vehicle to which Article 66A (car-sharing arrangements) applies.

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Background

The Public Service Vehicles Accessibility Regulations (Northern Ireland) 2003 introduced technical requirements to be met by buses and coaches used to provide a scheduled service (“regulated public service vehicles”). They provided for a phased implementation of the requirements due to the impact on the bus industry.

The 2003 Regulations, which were enacted under the Disability Discrimination Act 1995, are intended to ensure that disabled people can use regulated public service vehicles in safety and without unreasonable difficulty and in the case of wheelchair user, can do so whilst remaining in their wheelchairs.

The proposed new Regulations will amend the Public Service Vehicles Regulations (Northern Ireland) 1985 in order to insert a new Part VI which provides for the introduction of additional duties for the drivers of regulated public service vehicles with respect to passengers who are disabled, including wheelchair users. These duties include –

- Allowing a wheelchair user to board the vehicle if a wheelchair space is available and ensuring that the wheelchair user is correctly and safely positioned in the wheelchair space, including providing such assistance as may be required to enable the wheelchair user to be properly secured;
- Operating a kneeling system or folding or retractable step when required to do so to allow a disabled person to board or alight from the vehicle;
- Operating the boarding lifts or ramps where a wheelchair user or a disabled person who is not a wheelchair user wishes to board or alight from the vehicle and providing assistance to them if so requested; and
- Ensuring that the correct route numbers and destinations are displayed at all times and illuminated when required.

The Regulations also allow for the driver to be excused from certain duties where faulty or malfunctioning equipment would

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make it unsafe for him to fulfil that duty. The extent of the driver's duty is defined so that he shall not be obliged to take any steps that pose a risk to any person.

The Regulations also make amendment to the existing Part V of the Public Service Vehicles Regulations (Northern Ireland) 1985 so that a driver shall not prevent a passenger who is a disabled person from travelling on a bus with their assistance dog and that the passenger in question shall comply with any request from the driver to remove the animal from the gangway.

These Regulations are based on similar provisions in place in Britain contained in; the Public Service Vehicles (Conduct of Drivers, Inspectors, Conductors and Passengers) Regulations 2002.

Purpose and Effect

Lifts and ramps

Regulation 66 (general duties towards wheelchair users and other disabled persons) contains provisions that regulated public service vehicles may be fitted with a lift, or a ramp. This ramp may be powered, manual or portable and can be stowed in a convenient place on the vehicle. If a portable ramp is used, this regulation requires the driver to ensure at the start of the service that it is being carried on the vehicle. Regardless of the type of lift or ramp provided the driver must be familiar with the method of operation and must always ensure that the lift or ramp is securely stowed before the vehicle is driven.

Where a wheelchair user needs to travel seated in their wheelchair, the driver must ensure that the wheelchair is safely positioned in the wheelchair space with any restraints or safety rails correctly deployed.

Kneeling systems and steps

Many buses and coaches are fitted with a kneeling system that lowers the body of the vehicle closer to the ground. Regulation 65

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requires the driver to operate the kneeling system when he sees that a disabled person will need the system to be operated, or on request.

Assistance

Where disabled persons and wheelchair users wish to board or alight from a bus, the driver will be required by Regulation 66 to provide assistance by operating the kneeling system.

Faulty or malfunctioning equipment

A number of duties with respect to disabled people require the use of equipment fitted or supplied on the vehicle. A driver must not allow a disabled person to board, alight or travel on a vehicle if a fault or failure of any equipment means that it is not safe to do so.

Regulation 67 (effects of faulty or malfunction equipment) provide in paragraph (1) that where a driver carrying out duties under regulations 64 to 66 uses equipments, a kneeling system or a folding or retractable step that is faulty or fails, he must not allow wheelchair users, other disabled persons or any persons to board or alight from the vehicle unless he is satisfied that they can do so in safety. Paragraph (2) excuses a driver for failure to perform his duty with regard to the operation of kneeling systems or folding or retractable steps and to display a route number and destination if that failure is due to a fault in the equipment or system.

Route numbers etc.

Regulation 68 makes it the driver's responsibility to ensure that route numbers and destinations are correctly displayed and illuminated.

Extent of driver's duty

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Many of the new provisions in the draft Regulations require the operating or deploying of a kneeling system, a folding or retractable step, a lift or ramp, or the provision of assistance to a disabled person. In fulfilling any of these duties it is essential that the driver takes all reasonable care to ensure that the disabled person is safe when boarding or alighting. There may be circumstances where there the health and safety of the driver, the disabled person, other passengers, or the security of the vehicle is at risk. In these circumstances Regulation 69 allows the driver to decide whether it is reasonable not to fulfil a particular duty.

Operator Penalties

The Department intends to put in place a system whereby the Operator could be penalised if their drivers fail to take all reasonable steps in accordance with the proposed regulations. If the Department is satisfied that the operator has taken all reasonable steps on their vehicle, then no penalty will issue on that particular occasion. If these incidents are repetitive in nature, however, the Department may penalise that operator or to record these incidents and may consider them as part of the criteria for the annual renewal of their licence.

Driver Penalties

If the Department is satisfied that any regulation has been breached, and a defence of 'all reasonable steps' does not apply, the driver may be fined £1000.

How to Comment

Comments have been invited on the proposals set out in this consultation document. Comments are also invited on the outline Regulatory Impact Assessment (Annex 3)

Contact point

Write to: June Gibson
Vehicle Policy Branch

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Road Safety & Vehicle Regulation Division
Department of the Environment
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB

Email: june.gibson@doeni.gov.uk
Telephone: 02890540354

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Annex 1: List of Consultees

The following is not an exhaustive list, but is indicative of the types of organisations this document was sent to.

Translink
Federation of Passenger Transport Northern Ireland
Community Transport Association
IMTAC
Bus operators licence holders
Disability Action

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Annex 2: Reply Form

Please Note: The Department is unable to consider any views submitted anonymously. We would therefore be grateful if the following details could be completed and included with your comments.

Title	
Name	
Address	
Postcode	
Telephone number	
Email address	
<i>If applicable:</i>	
Organisation Name	
Address	
Postcode	
Telephone number	
Email address	
Type of Organisation	
No. of views represented	

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Comments	
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Equality Impact Assessment (EQIA)

Having conducted an EQIA screening exercise on the proposed amendments to the Public Service Vehicles Regulations (Northern Ireland) 1985, with regards to introducing new duties for bus drivers with regards to passengers with disabilities, it has been decided that a full equality impact assessment is not required. This proposed amendment appears to have a positive impact on those passengers who are disabled or who are elderly and will therefore be more beneficial to passengers. There is no evidence that the proposals will have a detrimental impact on any s75 group.

If you disagree with this assessment, please contact June Gibson via email at june.gibson@doeni.gov.uk giving details of how you think this will impact negatively on any of the protected groups mentioned within Section 75 of the Northern Ireland Act.

Draft Partial Regulatory Impact Assessment

Introduction

The Better Policy and Regulatory Impact Assessment guide for Northern Ireland makes clear that “new regulations should only be introduced when other alternatives have first been considered and rejected and where the benefits justify the costs.” The aim is to ensure that government regulations achieve their intended effects without undesired side effects. A Regulatory Impact Assessment (RIA) must be carried out if the proposed regulation would have an impact on business, charities, social economic enterprises or voluntary bodies.

In simple terms a RIA is a report that informs policy decisions by presenting information in relation to the costs, benefits and risks of a proposal for regulations which have identified.

More specifically, RIAs are designed to assist those who are considering regulatory proposals to think through the full impact regulatory process; identify alternative options for achieving the desired change; assess options; ensure that the consultation process is meaningful and reaches the widest possible range of stakeholder; and determine whether the benefits justify the costs.

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All public authorities in Northern Ireland have statutory duties and responsibilities in relation to sustainable development and it is important that RIAs specifically consider the costs, benefits and risks of any proposals in terms of their impact on society, environment and economy.

The first stage in the RIA process is the preparation of an Initial Impact Assessment. Later, following consultation, a Partial RIA will be prepared building upon and developed from the initial RIA. The last stage in the process is the development and publication of a final RIA to accompany any new legislation being made.

The proposed new Regulations

The proposed new regulations place certain duties on bus drivers. However, the Regulations do not require the fitting of new equipment and therefore introduce no new costs to the service provider. In addition much of what we are proposing to introduce in law would be considered good customer service and we do not anticipate that the provider will require to make any additional financial investment.

Consultation

Comments have been invited on the proposals set out in the accompanying consultation document. Comments are also invited on this draft Partial Regulatory Impact Assessment which will be further developed to take account of any comments made during the consultation.

Rural Proofing

Rural proofing is the process by which rural evidence is routinely and rigorously considered in the policy making process to ensure fair and equitable treatment of rural communities. The objective of rural proofing is to demonstrate that sufficient evidence has been considered to make effective policies which provide for equitable treatment of both rural and urban areas. It needs to consider how the proposed policy will impact on the ability of everybody in the community to be involved in decisions that impact on the quality of their lives especially those most vulnerable, excluded or marginalised.

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This proposed amendment appears to have a positive impact on those passengers who are disabled or who are elderly and will therefore be more beneficial to passengers. There is no evidence that the proposals will have a detrimental impact on rural communities.

If you disagree with this assessment, please contact June Gibson via email at june.gibson@doeni.gov.uk giving details of how you think this will impact negatively on rural communities.

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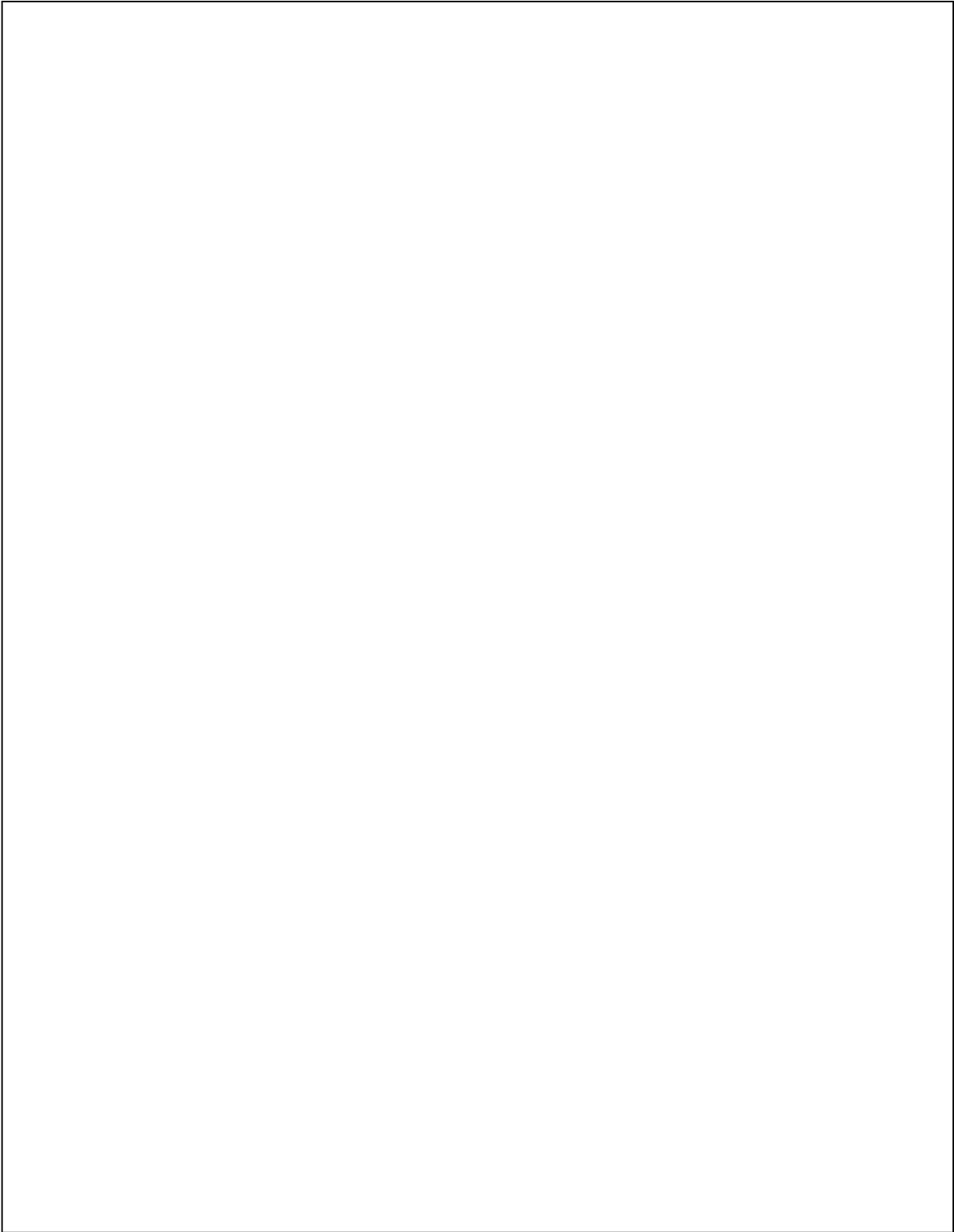
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Annex 3 *Initial Regulatory Impact Assessment*

The Department invites views on the Regulatory Impact Assessment and the potential impact on you or your organisation.

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FREQUENTLY ASKED QUESTIONS

Below is a list of frequently asked questions about these proposals. If after reading this section you have further queries, please contact me for further background information.

Why are these Regulations being made?	The extent of the new provisions which now apply to drivers of buses would not sit properly in the existing legislation, which currently covers buses and taxis.
How do these Regulations differ from those in place in Great Britain?	These Regulations are identical in content to their GB equivalents.
Why do the new duties apply only to drivers of 'regulated buses'?	Certain types of buses and coaches are required to be constructed to maximise "accessibility" for wheelchair users and disabled people. These are mainly urban buses. The new duties apply to the equipment likely to be fitted to these types of buses.
Will the new provisions mean extra costs for bus operators?	No. The main bus operators in Northern Ireland currently include these duties in their normal training for bus drivers and inspectors.

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This publication is available, upon request, in large print, Braille and audio alternative formats. Please inform us, by way of the contact details below, as soon as possible if you require a copy of the consultation in any of these formats.

An electronic copy of the consultation document and an electronic copy of the reply form can be obtained if required by using the contact details below, or by visiting the following link:

www.doeni.gov.uk/roadsafety/index/consultations.htm.

All comments and views on the options outlined are welcomed. If you wish to respond to this consultation, please complete the form attached in Annex 2 and forward your completed form in any of the following ways:

E-mail **june.gibson@doeni.gov.uk**

Write to:

Road Safety & Vehicle Regulation Division
Clarence Court
10 – 18 Adelaide Street
Town Parks
BELFAST
BT2 8GB

Telephone: 02890540354

The closing date for responses is 26 February 2016.

Any responses which do not arrive on or before this date will not be included in the summary of responses, and thus will not be included when considering recommendations.

A copy of this consultation has been issued to organisations including those listed in Annex 1. The list is not exhaustive, but is representative of the type of organisation to which the document has been sent. Please contact the Department, using the details above, if you are aware of other organisations or individuals that you feel should be sent a copy.

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If you are replying on behalf of an organisation or a group, it would be helpful if you could indicate who you are representing, what the organisation/group does, what its aims are, how many individuals' views are included in the response, as well as an indication of the steps that have been taken to gather those views. In the case of an operator the number and type of vehicles operated by that operator would also be beneficial in helping to shape the outcome of the proposals.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004 (EIR).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

This focused consultation is based on the principles of the Government's "Code of Practice on Consultation", subject to the caveat mentioned above.

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Code of Practice on Access to Government

The Government has adopted a Code of Practice on consultations. Therefore, information supplied to the Department may be disclosed in a response to a request under the Code of Practice on access to Government Information. If you consider that any such information is either confidential or commercially sensitive, you should identify the information to the Department and specify any reasons for its sensitivity. The Department will consult you about the information before making a decision on any Code of Practice on access to Government Information request received.

The Code of Practice contains seven criteria which should be reproduced in all consultation documents. Deviation from the code will at times be unavoidable, but the Government aims to explain the reasons for deviations and what measures will be used to make the exercise as effective as possible in the circumstances.

The Seven Consultation Criteria

When to consult: Formal consultation should take place at a stage when there is scope to influence the policy outcome.

Duration of consultation exercises: Consultations should normally last for at least eight weeks with consideration given to longer timescales where feasible and sensible.

Clarity of scope and impact: Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.

Accessibility of consultation exercises: Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.

The burden of consultation: Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees are to buy into the process.

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Responsiveness of consultation exercises: Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.

Capacity to consult: Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.

What we will do after the consultation

The consultation exercise seeks to canvass views on the introduction of measures to effectively address the named issue. The responses to this consultation will be collated and used to further evaluate the impact any such measures may have on the community. Where an unforeseen impact is identified, the Department will reconsider the proposals with a view to minimising any detrimental outcomes.

Help with Queries

If you have any queries or require further information about this consultation, please do not hesitate to contact at the address at the start of this consultation. The consultation document and additional reply form can also be found at

www.doeni.gov.uk/roadsafety/index/consultations.htm

Closing Date for Responses

The closing date for responses is 26 February 2016.

Interim Restructuring
Outline Paper

An Interim Structure for the School Development Service

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1. INTRODUCTION

1.1 This Outline Paper focuses on the interim arrangements for School Improvement, Leadership, Management Development and Governance.

1.2 A key function of the Education Authority is to optimise the performance of all schools. EA will develop school support models capable of supporting all schools and, in particular, those in formal intervention, 'at risk', coasting, or under- going a significant change journey e.g. amalgamation.

1.3 EA's challenge is to combine a prevention/tackling failure role with whole school system success, in which schools themselves play a fundamental part both in their own success and the success of other schools.

1.4 The challenge in advancing the school improvement mission is to move away from the traditional role, where each ELB commissioned/provided most of the school improvement services to its schools from within the ELBs' own teams, to a EA commissioning services variously.

1.5 For the purposes of this paper, School Improvement, Leadership, Management Development and Governance will be referred to as the School Development Service (SDS). **This paper presents interim arrangements which will facilitate service delivery in anticipation of agreed enduring structures for the SDS. These interim arrangements reflect the remaining advisory and technical staffing cohort resulting from implementation of voluntary severance. A new structure is being proposed for generic administrative staff.**

1.6 Furthermore, given the significant reduction in SDS staff resulting from voluntary severance, a range of work areas have been identified that would be deemed to more appropriately fall under the remit of alternative EA Services (*Appendix I*).

1.7 The interim SDS will replace the Curriculum Advice and Support Services of the five former Education and Library Boards and the Regional Training Unit. The Service will incorporate the following functions:

- ❑ School Improvement; and
- ❑ Leadership and Management Development and Governance;

1.8 School Improvement - this strand should reflect the following characteristics:

- ❑ school focused – working with governors, principals and teachers, in partnership with internal and external partners, the service would be aiming to raise outcomes for all pupils;
- ❑ coherent – this service would ensure coherence and integration of all aspects of leadership, teaching, learning, assessment and accreditation;
- ❑ accountable – through future local and regional mechanisms, be appropriately accountable for the standards and quality of education that can be improved through advice, support and training;
- ❑ innovative and challenging – exploring the most effective ways of supporting schools and incorporating new technologies;
- ❑ responsive – being flexible to meeting the needs of various communities at local level; and
- ❑ relevant – the work of the School Improvement Service would be based on the National Standards for School Improvement Professionals which underpin the school improvement agenda and the revised curriculum and assessment agenda.

1.9 Leadership and Management Development and Governance - this strand should reflect the following characteristics:

- ❑ strategic - oversight of leadership and management development to schools, developing today's leaders to focus on the strategic priorities and actions that lead to improvement within school and in the wider school system;
- ❑ visionary - educational leadership that is learner focused and

futures oriented, developing tomorrow's leaders today to build internal leadership and management breadth and capacity throughout the school, in a context of demographic and structural changes;

- cutting edge - leadership development opportunities that are research led, practice focused and benchmarked internationally;
- collaborative - school leadership capability to promote collaborative school to school professional learning and development communities, with the goal of creating local hubs of school and leadership effectiveness and excellence; and
- best in class – promotion of best practice in leadership development, talent management and succession planning.

2. SCHOOL DEVELOPMENT SERVICE PROPOSED INTERIM STRUCTURE

2.1 In the context of interim restructuring proposals for the entire service, to include administrative and technical staff, it is determined that the most effective structure would be one with four distinct staffing cohorts, each of which has a primary function but all working collaboratively to deliver the key objectives of the new School Development Service.

2.2 The four interim staff groupings and their primary functions are as follows:

2.2.1 Professional Advisory Staff - who are professionally qualified, have educational expertise and fulfil a key link/support role to schools on School Improvement issues. This includes:

- Two Interim Deputy Directors (current SEOs) reporting to the Interim_Director (current RMD):
 - School Improvement; and
 - Leadership and Management Development and Governance.
- Three Interim Regional Managers (current remaining ASEOs) reporting to the Interim Deputy Directors.
- Two Senior Advisers reporting to the Interim Regional Managers.
- 12 Advisers reporting to the Interim Regional Managers.
- 28 Assistant Advisory Officers.
- Three Advisory Teachers will be deployed as required by the Interim_Deputy Directors.
- Associates will be engaged as required.

2.2.2 Professional Support Staff - who fulfil a key support function to advisory staff, schools and governors, on the many and wide ranging issues associated with the appropriate management and governance of schools in accordance with scheme/s of management, including provision of training and development. This includes:

- 20 Professional Support Officers reporting to Advisory Staff as required.

2.2.3 Administrative Staff - whose primary role is to provide administrative / clerical support to staff in the SDS. The administrative staffing structure will be required to align with the final agreed SDS advisory/professional support structure. It has been estimated that, in order to provide sufficient support for the structure outlined in this paper, the following administrative support will be required:

- Five Senior Executive / Executive Officers to support Deputy Directors and Regional Managers.
- Six Executive Officers to support Projects / Special Initiatives.
- Six Senior Clerical Officers /Clerical Officers to support Senior Advisers / Advisers.
- 13 Senior Clerical Officers /Clerical Officers to support Assistant Advisory Officers and other¹. SDS staff.

Remaining administrative staff will be redeployed to other areas of need with the EA in accordance with the EA Staff Redeployment Scheme².

2.2.4 Technical Staff - whose existing skills and expertise are honed and optimised to provide technical support as well as training and support in areas of work which are governed by legislation and/or statutory

¹ There is a group of 'other' SDS staff who fall into one of the following categories: earmarked funded staff who are managed by ASEOs; seconded staff who are managed by ASEOs; and staff who are seconded out to other services but whose substantive posts are with CASS.

² Yet to be agreed.

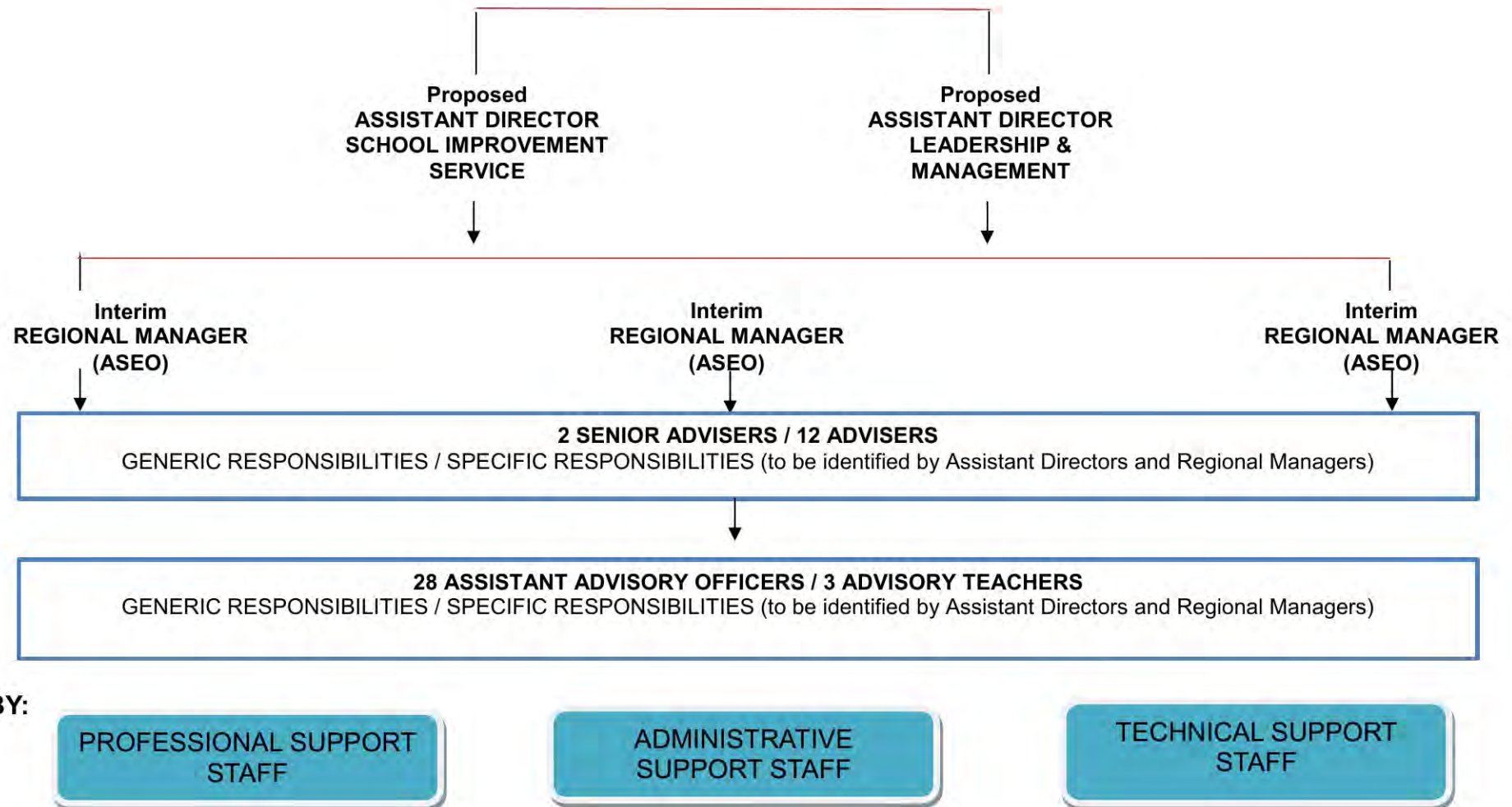
responsibility (e.g. health and safety training for staff operating technical equipment in schools). This includes:

- 13 Technical Officers reporting to Advisory Staff as required.

(Estimated numbers at this stage based on CASS Core data - Detailed info re staff available)

3. PROFESSIONAL ADVISORY STAFF PROPOSED INTERIM STRUCTURE

3. School Development Service - Proposed Interim Structure



3.2 The proposed interim structure is predicated on the following principles:

- **No change** to existing work bases/location of staff;
- **Most effective deployment** of existing staff who remain in the Service following Voluntary Severance;
- **Agreed** revisions to the existing remit of responsibility, as required on a post-holder to post-holder basis; and
- **Equity in the apportionment** of schools per advisory support/link officer which provides for local presence and responsiveness to school issues.

It has been assumed that some staff will operate in one or more council areas across the EA Region, as required.

3.3 The table below illustrates alignment of schools' enrolments and number of schools with District Councils areas (detailed info available).

Council Areas	Totals	
	Total Enrol	Total No. of Schools
Antrim and Newtownabbey	21,542	77
Armagh, Banbridge & Craigavon	38,078	134
Belfast	57,067	152
Causeway Coast & Glens	22,855	103
Derry & Strabane	28,983	98
Fermanagh & Omagh	21,806	109
Lisburn & Castlereagh	27,640	83
Mid & East Antrim	23,082	79
Mid Ulster	29,041	129
Newry, Mourne & Down	34,036	135
North Down & Ards	22,597	66
	326,727	1165

Source: DE Statistics and Research Branch (excludes voluntary sector pre-school provision and Preps)

3.4 The table below illustrates a proposed allocation of advisory staff to EA Areas (grouped by council areas).

EA Area	Interim Regional Managers (ASEOs)	No. of Schools	Primary Advisers	Post Primary Advisers	AAOs / Advisory Teachers
Belfast; Armagh, Banbridge & Craigavon; Lisburn & Castlereagh	John Unsworth	369	3	3	5 x Primary 3 x Post Primary
Newry, Mourne & Down; North Down & Ards; Mid Ulster; Fermanagh & Omagh	Kim Scott	439	2	2	7 x Primary (2 P/T) 5 x Post Primary
Antrim & Newtownabbey; Mid & East Antrim; Causeway Coast & Glens; Derry & Strabane	Lorna Gardiner	357	2	2	5 x Primary 4 x Post Primary

4. REMIT OF SCHOOL DEVELOPMENT SERVICE STAFF

4.1 School Improvement - a range of **school focused** duties have been identified to be undertaken by Area Teams, to ensure interim service delivery within available resources, against EA Business Plan 2015-2016 targets, including:

- ▶ Raising Standards for All (1.1 – 1.7) and Closing the Performance Gap (2.1 – 2.5);
- ▶ Support for Entitlement Framework (1.8);
- ▶ Attendance at inspection report back meetings and initiation of follow-up action as required;
- ▶ Support for post inspection schools where ETI have identified areas for improvement (1.9, 1.11);
- ▶ Support for schools in School Development Planning and Target Setting Processes (1.10, 1.12, 2.9);
- ▶ Scrutiny of school performance indicators to identify schools in need of intervention;
- ▶ Support for the effective teacher / leadership process; and
- ▶ Support for Full Service Schools, Achieving Belfast, Achieving Derry, West Belfast Schools Project, Extended schools, Area Learning Communities, and Neighbourhood Renewal projects (2.15, 2.16, 2.23, 2.25).

4.2 Leadership and Management Development and Governance, including CPD

- a range of **system focused** duties have been identified to be undertaken by the SDS, including:

- ▶ Support delivery of STEM CPD and management of the STEM module (1.15 a/b, 3.1);
- ▶ Facilitate regional governor training programme (2.28);
- ▶ Support Irish Medium Education (3.3 a, b);
- ▶ Facilitate support for first time principals including provision of coach/mentor (3.10);
- ▶ Support for CPD Careers (3.11);

- ▶ Manage and deliver actions associated with the Shared Education Signature Project (4.2 a – e);
- ▶ Provide support for Principals, Senior Leadership Teams and Middle leadership teams including PQH;
- ▶ Facilitate regional teacher induction programme;
- ▶ Manage and deliver Key Stage 2/3 Literacy and Numeracy CPD Programme (DE funded);
- ▶ Deliver actions in relation to North South DE/DES funded CPD digital story-telling and history project;
- ▶ Manage and deliver actions against targets in relation to ESAGS TV and EA TV; and
- ▶ Manage the AMMA centre and deliver AMMA CPD programme.

4.3 In addition to the above functions, the SDS will continue to support the following areas of work:

- ▶ Management of the Education Library Service;
- ▶ Acting as Assessor for Principal and Vice Principal appointments in Controlled Schools (interim scheme);
- ▶ Maintenance and development of EA websites for EF audit, Extended Schools and Shared Education Signature Project; and
- ▶ Management and administration of KS 1 Class Size exemptions and funding scheme;

4.4 The Primary/Post Primary Adviser for each area will also have overall management responsibility for relevant **Targeted Schools** in their area. Each Targeted School will be allocated a named link officer, who will report to the relevant Area Adviser. Other support officers will be deployed as required in accordance with specific needs schools. ASEOs will 'match' Advisers and other staff to each Targeted School. This will require deployment of some officers outside of their former ELB area. Change in current provision will only occur where deemed necessary/appropriate. The table below aligns Targeted Schools with District Council Areas.

Council District	Primary Schools in FIP	Post Primary Schools in FIP	Primary Schools Satisfactory	Post Primary Schools Satisfactory
Antrim & Newtownabbey	1	0	3	0
Armagh, Banbridge & Craigavon	0	0	0	2
Belfast	2	1(S) 1	2(N) 2	3
Causeway Coast & Glens	0	0	0	2
Derry & Strabane	0	0	3	2
Fermanagh & Omagh	0	0	2	2
Lisburn & Castlereagh	0	1	1	3
Mid & East Antrim	1	0	5	1
Mid Ulster	0	0	0	2
Newry, Mourne & Down	1	0	2	1
North Down & Ards	0	1	3	4

5. TRANSITION TO INTERIM SDS - RISK ASSESSMENT

5.1 The identified risks involved in transition to the new interim School Development Service are outlined in the table below, along with actions as to how the identified risks will be reduced or mitigated.

RISKS TO TRANSITION TO INTERIM SCHOOL DEVELOPMENT SERVICE					
Risk no.	Detail of Risk	Mitigating Action	Risk Owner	Risk Dashboard	
1	Loss of management and staff expertise within the School Development Service.	The School Development Service clearly identifies management and staff expertise requirements to deliver the new model.	Interim Director (current WR RMD)	Inherent Risk Score	20
				Residual Risk Score	10
2	Reduction in services to schools.	The School Development Service clearly identifies a revised model of services to schools, which focuses on identification of clear priorities.	Interim Director (current WR RMD)	Inherent Risk Score	20
				Residual Risk Score	15
3	Unwillingness of staff to accept revised remits.	Revised roles and responsibilities identified for the School Development Service will be negotiated and agreed with individual staff members.	Interim Director (current WR RMD)	Inherent Risk Score	20
				Residual Risk Score	12
4	Lack of strategic alignment with any broader regional restructuring.	The School Development Service is fully compatible with strategic proposals for revised models of service delivery and voluntary severance.	Interim Director (current WR RMD)	Inherent Risk Score	16
				Residual Risk Score	6
5	Increased travel time and costs associated with greater geographical spread.	The School Development Service delivery model is designed to optimise accessibility of existing staff to schools, ensuring minimum travel time and	Interim Director (current WR RMD)	Inherent Risk Score	12

		change to existing work base. The Service will continue to promote the use of technology, including videoconferencing and desktop MS Lync for communicating across wider geographical areas.		Residual Risk Score	8
6	School expectations not aligning with the model of service delivery.	The new model of service delivery and the remit of staff is being clearly communicated to all schools across the EA Region, in advance of implementation of change.	Interim Director (current WR RMD)	Inherent Risk Score	20
				Residual Risk Score	9
7	Other EA Services unwilling to take on former work areas of CASS and RTU (Appendix I).	Discussions taking place with RMDs and EA SMT to progress.	Interim Director (current WR RMD)	Inherent Risk Score	16
				Residual Risk Score	9

Risk Matrix

			IMPACT				
			1	2	3	4	5
			MINOR	MODERATE	SIGNIFICANT	MAJOR	CRITICAL
LIKELIHOOD	1	UNLIKELY	1	2	3	4	5
	2	REMOTE	2	4	6	8	10
	3	POSSIBLE	3	6	9	12	15
	4	PROBABLE	4	8	12	16	20
	5	ALMOST CERTAIN	5	10	15	20	25

6. APPENDICES

Appendix I: Former areas of CASS work to transfer to other Services

- ▶ Approval of Work Experience Indemnity
- ▶ Co-ordination of provision of statutory health and safety training for technology and science
- ▶ Co-ordination of provision of first aid training for school staff
- ▶ Management of CLEAPSS including radiation protection procedures
- ▶ Management of teachers centres and Magilligan Field Study Centre
- ▶ Co-ordination of PEAG
- ▶ Elective Home Education
- ▶ Management of critical incident responses
- ▶ Designated Officer for Drugs Incidents
- ▶ Co-ordination of licensing schemes for schools
- ▶ Facilitation of DARS
- ▶ Suspensions and Expulsions
- ▶ Management of the Music Service

THE TRANSPORT REGULATION UNIT
NORTHERN IRELAND

APPLICATIONS AND DECISIONS

PUBLICATION NUMBER: 90
PUBLICATION DATE: 11 December 2015
OBJECTION DEADLINE DATE: 01 January 2016

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Please note: the Central Licensing Office public counter at Hillcrest House will close at **2pm** on Christmas Eve (24 Dec 2015). The office is also closed all day Christmas Day, Boxing Day and New Years Day 's.

The next edition of Applications and Decisions will be published on:

25/12/2015

Publication Price 60 pence (post free)

This publication can be viewed by visiting our website at the above address. It is also available, free of charge, via e-mail. To use this service please send an e-mail with your details to:

Self.service@vosa.gov.uk

APPLICATIONS AND DECISIONS

General Notes

Layout and presentation – Entries in each section (other than in section 5) are listed in alphabetical order. Each entry is prefaced by a reference number, which should be quoted in all correspondence or enquiries.

Further notes precede each section, where appropriate.

Accuracy of publication – Details published of applications reflect information provided by applicants. The Transport Regulation Unit cannot be held responsible for applications that contain incorrect information.

Our website includes details of all applications listed in this booklet. The website address is: www.doeni.gov.uk/tru

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Section 1 – Applications Received

Inspection of licence applications can be requested under the provisions of Regulation 8 of the Goods Vehicles (Licensing of Operators) Regulations (Northern Ireland) 2012 by anybody who holds statutory objector status. Applications may be inspected free of charge at the Transport Regulation Unit office in Belfast by any person who carries written authorisation to act in that capacity.

Objections against published applications may be made in writing by a Chief Officer of PSNI, a District Council, a DOE Planning Service or a prescribed trade union or association within 21 days of the date on which notice of an application is published in Applications and Decisions. Objections must be made either on the grounds that any of the requirements listed in Section 12 of the Goods Vehicles (Licensing of Operators) Act (Northern Ireland) 2010 are not met and/or that a nominated operating centre will be unsuitable for use as such. A copy of the objection must be sent by the objector to the applicant at the same time that it is sent to the DOE Central Licensing Office. The onus of proof in terms of the grounds on which an objection is lodged lies with the objector.

You may fax a copy of your objection to 0113 2488521 but please note that you must send the original signed document through the post.

Classification of Operator Licences – There are three classes of licence:

- A **Restricted (R)** licence authorises the use of a goods vehicle on public roads in the United Kingdom for the carriage of the licence holder's own goods in the course of his trade or business. The licence holder cannot carry goods for other people for hire or reward;
- A **Standard National (SN)** licence allows the licence holder to carry both his own goods and goods for other people for hire or reward, on public roads in the United Kingdom. He can also carry his own goods on journeys abroad;
- A **Standard International (SI)** licence allows the licence holder to carry both his own goods and goods for other people for hire or reward. These activities can be undertaken both in the United Kingdom and on international journeys.

Section 1.1 – New Applications

ON1142212 SI	BARRY MCENTEE T/A BARRY MCENTEE HAULAGE 15 LISCALGOT ROAD, CROSSMAGLEN , NEWRY BT35 9DL Operating Centre: 15 LISCALGOT ROAD, CROSSMAGLEN , NEWRY BT35 9DL Authorisation:2 Vehicle(s) and 3 Trailer(s). Transport Manager(s): TRACY BOYLAN
ON1141786 SN	EUNAN McDAID 1 PRINCES STREET LONDONDERRY BT48 7EY Operating Centre: 75 MOBUOY ROAD LONDONDERRY BT47 3JQ Authorisation:20 Vehicle(s) and 10 Trailer(s). Transport Manager(s): EUNAN McDAID

- ON1142260 R **J B GLOBAL LTD**
Director(s): JASON THOMAS BANNISTER.
 UNIT 10D, VISCOUNT WAY , SWINDON SN3 4TN
 Operating Centre: ARROW XL , SHORE COMMERCIAL PARK , 75 BELFAST
 ROAD CARRICKFERGUS BT38 8PH
 Authorisation:8 Vehicle(s) and 0 Trailer(s).
- ON1142215 SI **MCKERNAN PLANT MAINTENANCE LTD**
Director(s): KEVIN McKERNAN.
 125 CLADY ROAD, MOWHAN , ARMAGH BT60 2HB
 Operating Centre: 125 CLADY ROAD, MOWHAN , ARMAGH BT60 2HB
 Authorisation:2 Vehicle(s) and 2 Trailer(s).
 Transport Manager(s): KEVIN PETER McKERNAN
- ON1142395 SI **NIALL MARTIN TURLEY**
 7A ROCK ROAD NEWRY BT34 1PL
 Operating Centre: 7 ROCK ROAD NEWRY BT34 1PL
 Authorisation:1 Vehicle(s) and 1 Trailer(s).
 Transport Manager(s): NIALL MARTIN TURLEY
- ON1142118 SI **PHILIP JOHN GRANT**
 48 LAUREL DRIVE, LAURELVALE, TANDRAGEE CRAIGAVON BT62 2PP
 Operating Centre: 48 LAUREL DRIVE, LAURELVALE, TANDRAGEE
 CRAIGAVON BT62 2PP
 Authorisation:1 Vehicle(s) and 0 Trailer(s).
 Transport Manager(s): PHILIP JOHN GRANT
- ON1142021 R **SEAMUS PATRICK O'ROURKE T/A SOR GROUNDWORKS**
 147A CRAIGMORE ROAD, RINGSEND , COLERAINE BT51 4HS
 Operating Centre: 147A CRAIGMORE ROAD, RINGSEND , COLERAINE
 BT51 4HS
 Authorisation:1 Vehicle(s) and 1 Trailer(s).
- ON1142216 SI **STEPHEN KERNOHAN T/A KERNOHAN TRANSPORT**
 116 RATHKEEL ROAD, BROUGHSHANE , BALLYMENA BT42 4QE
 Operating Centre: 116 RATHKEEL ROAD, BROUGHSHANE , BALLYMENA
 BT42 4QE
 Authorisation:8 Vehicle(s) and 0 Trailer(s).
 Transport Manager(s): STEPHEN KERNOHAN
- ON1142116 R **TERENCE STOKES T/A STOKES GRAB HIRE**
 88 LIMWOOD BANBRIDGE BT32 3FJ
 Operating Centre: C.S AUTOS , 144 HUNTLY ROAD , BANBRIDGE BT32 3UA
 Authorisation:1 Vehicle(s) and 0 Trailer(s).
- ON1142389 SI **TULLY TRANSPORT LTD**
Director(s): PASCHALL CARVILL.
 20 KNOCKBANE ROAD, MIDDLETOWN , ARMAGH BT60 4JH
 Operating Centre: 20 KNOCKBANE ROAD, MIDDLETOWN , ARMAGH
 BT60 4JH
 Authorisation:5 Vehicle(s) and 0 Trailer(s).
 Transport Manager(s): PASCHAL CARVILL

Section 1.2 – Variation Applications

- ON1114893 SI **BREEZEMOUNT UK LIMITED**
Director(s): LEE RICHARD GRAHAM, LYN ROBINSON, AARON PHILIP SHIELDS, STEPHEN ANDREW DURHAM, PHILIP SHIELDS, AMANDA SHIELDS.
 THE ABBEY, MARKET SQUARE , DAVENTRY NN11 4XG
 New operating centre: UNIT 5, RIVER PARK, BLACKWATER ROAD, MALLUSK , NEWTOWNABBIE BT36 4TZ (0 vehicle(s), 0 trailer(s))
 New authorisation at this operating centre will be: 10 vehicle(s), 0 trailer(s)
- ON1126803 R **CARRYDUFF BUILDING SUPPLIES LTD**
Director(s): RICHARD GILLILAND, ANDREW GILLILAND, SHIRLEY GILLILAND, JOHN GILLILAND.
 116 HILLSBOROUGH ROAD, MONEYREA , NEWTOWNARDS BT23 6AZ
 Increased authorisation at existing operating centre: 116 HILLSBOROUGH ROAD, MONEYREA , NEWTOWNARDS BT23 6AZ ()
 New authorisation at this operating centre will be: 11 vehicle(s), 1 trailer(s)
- ON1114936 SI **GERARD MACKIN TRANSPORT LTD**
Director(s): MONICA MACKIN, GERARD MACKIN.
 BOLIES, CASTLEBELLINGHAM , CO LOUTH
 Increased authorisation at existing operating centre: 20 RAILWAY ROAD, KILLEAVY , NEWRY BT35 8JU ()
 New authorisation at this operating centre will be: 3 vehicle(s), 4 trailer(s) (plus 1 trailer)
- ON1116526 R **HANDLING & STORAGE EQUIPMENT COMPANY LTD**
Director(s): DAVID JOHN MEGRATH, ROBERT LOGAN, JOHN WILSON, MARK ROBIN ALEXANDER, GARY STEPHEN WARKE.
 UNIT 20, BLARIS INDUSTRIAL ESTATE, ALTONA ROAD LISBURN BT27 5QB
 Upgrade of Licence from R to SI
 Transport Manager: DAVID JOHN MEGRATH
- ON1114489 SI **JOHN FRANCIS CRAWFORD T/A JFM HAULAGE**
 UNIT 7, SOMERTON INDUSTRIAL PARK, DARGAN CRESCENT BELFAST BT3 9JB
 New operating centre: 30-32 DUNCRUE STREET BELFAST BT3 9AR ()
 New authorisation at this operating centre will be: 20 vehicle(s), 10 trailer(s)
- ON1125620 SN **JOHN HENDERSON & PATRICK HENDERSON T/A J & P HENDERSON**
Partner(s): PATRICK HENDERSON, JOHN HENDERSON.
 35 TANNAGHMORE NORTH ROAD, LURGAN , CRAIGAVON BT67 9JA
 Removed operating centre: 2A CHESTNUT HILL ROAD, SOLDIERSTOWN , AGHALEE CRAIGAVON BT67 0EX
 New operating centre: 17A DERRYCLONE ROAD, GAWLEYS GATE , CRAIGAVON BT67 0BN (0 vehicle(s), 0 trailer(s))
 New authorisation at this operating centre will be: 2 vehicle(s), 0 trailer(s)
- ON1115129 SI **LOANE TRANSPORT LTD**
Director(s): MARK LOANE, JOYCE LOANE, BLAKELY LOANE.
 MAIN STREET, KESH , FERMANAGH BT93 1TF
 New operating centre: TULLYLAMMY ROAD IRVINESTOWN ENNISKILLEN BT94 1RX (0 vehicle(s), 0 trailer(s))
 New authorisation at this operating centre will be: 20 vehicle(s), 200 trailer(s)

- ON1114515 SI **PAUL CHANDLER**
11 CULLYHANNA ROAD, NEWTOWNHAMILTON, NEWRY DOWN
BT35 0JB
Increased authorisation at existing operating centre: NV OILS, DUNDALK ROAD,
NEWTOWNHAMILTON DOWN BT35 0PB ()
New authorisation at this operating centre will be: 4 vehicle(s), 4 trailer(s)
- ON1125994 R **ROBERT JOHN PATTERSON HARPER & CHERYL KAY HARPER T/A
BOBBY HARPER MARKETING**
**Partner(s): CHERYL KAY HARPER, ROBERT JOHN PATTERSON
HARPER.**
2 SPRINGMOUNT ROAD, DROMARA , DROMORE BT25 2NN
Increased authorisation at existing operating centre: 2 SPRINGMOUNT ROAD,
DROMARA , DROMORE BT25 2NN ()
New authorisation at this operating centre will be: 2 vehicle(s), 0 trailer(s)
- ON1115135 SI **SAWYERS TRANSPORT LIMITED**
**Director(s): YVONNE MAUREEN SAWYERS, LESLEY SHARON
SAWYERS, DEREK ROBERT JOSEPH SAWYERS, ANDREW JAMES
DEREK SAWYERS.**
66 SILVERWOOD ROAD, LURGAN , CRAIGAVON BT66 6LN
Increased authorisation at existing operating centre: UNIT 7, CHARLEMONT
INDUSTRIAL ESTATE, ARMAGH ROAD, MOY, DUNGANNON BT71 7SD ()
New authorisation at this operating centre will be: 60 vehicle(s), 40 trailer(s)
Increased authorisation at existing operating centre: 66 SILVERWOOD ROAD,
LURGAN , CRAIGAVON BT66 6LN ()
New authorisation at this operating centre will be: 140 vehicle(s), 100 trailer(s)
Transport Manager(s): ERIKA HOSIK, THOMAS DAVID KERR, EMMA
McARDLE, COLIN ANDREW MAGUIRE
- ON1132402 R **SKEA EGG FARMS LTD**
**Director(s): HAROLD RICHMOND, JACQUELINE MCCONNELL,
STEPHEN HAYES, DOROTHY HAYES, MATTHEW HAYES.**
146 POMEROY ROAD, DONAGHMORE , DUNGANNON BT70 2TY
Increased authorisation at existing operating centre: 146 POMEROY ROAD,
POMEROY , DUNGANNON BT70 2TY ()
New authorisation at this operating centre will be: 12 vehicle(s), 3 trailer(s)



Section 2 – Applications Decided (Without Public Inquiries)

Appeals against any decision published in this section must be lodged with the Upper Tribunal – Administrative Appeal Chamber (Transport), 5th Floor, Rolls Building, 7 Rolls Buildings, Fetter Lane, London, EC4A 1NL not later than 28 days after the date of the letter conveying the Department's decision. Appellants can obtain guidance on lodging appeals, including downloading the appeal form, from the website: www.administrativeappeals.tribunals.gov.uk

Section 2.1 – New Applications Granted

- ON1141481 R (87) **JAMES JOSEPH O'ROURKE T/A O'ROURKE CONTRACTS**
35B PARK ROAD, DROMARA , DROMORE BT25 2JW
Operating Centre: 35B PARK ROAD, DROMARA , DROMORE BT25 2JW
Authorisation: 2 Vehicle(s) and 0 Trailer(s).

- ON1138553 R (77) **JOHN MAGANN T/A AVC**
UNIT 16, 5 HERON ROAD , BELFAST BT3 9HB
Operating Centre: UNIT 16, 5 HERON ROAD , BELFAST BT3 9HB
Authorisation:2 Vehicle(s) and 0 Trailer(s).
- ON1141538 R (87) **KYLE BAYNE T/A BAYNE CONTRACTS**
17 DUNNABRAGGY ROAD, MONEYMORE , MAGHERAFELT BT45 7YN
Operating Centre: 17 DUNNABRAGGY ROAD, MONEYMORE ,
MAGHERAFELT BT45 7YN
Authorisation:1 Vehicle(s) and 2 Trailer(s).
Operating Centre: 153 LOUGH FEA ROAD COOKSTOWN BT80 9TX
Authorisation:1 Vehicle(s) and 2 Trailer(s).
- ON1141360 SI (87) **PANDA FREIGHT LTD**
Director(s): PIOTR ROBERT JANAS.
36 SPRINGFARM HEIGHTS NEWRY BT35 8XA
Operating Centre: SUGAR HOUSE ELECTRICS , MILLTOWN HOUSE,
MILLTOWN INDUSTRIAL ESTATE, GREENAN ROAD, WARRENPOINT,
NEWRY BT34 3FN
Authorisation:1 Vehicle(s) and 1 Trailer(s).
Transport Manager(s): THOMAS VINCENT MAGUIRE
- ON1141512 R (87) **PORTGLENONE REFRIGERATION SERVICES LTD**
Director(s): PATSY O'REILLY, SEAMUS MAGILL, HUGH FITZSIMONS.
53 MAIN STREET, PORTGLENONE , BALLYMENA BT44 8HP
Operating Centre: 53 MAIN STREET, PORTGLENONE , BALLYMENA
BT44 8HP
Authorisation:3 Vehicle(s) and 3 Trailer(s).
- ON1141000 SI (85) **W J McCORMICK CONTRACTS LTD**
Director(s): JAMES BRIAN GREER, JAMES GREER.
3 BALLYGOWAN ROAD HILLSBOROUGH BT26 6HX
Operating Centre: 3 BALLYGOWAN ROAD HILLSBOROUGH BT26 6HX
Authorisation:9 Vehicle(s) and 5 Trailer(s).
Transport Manager(s): RICHARD GREER

Section 2.2 – New Applications Refused

No Entries

Section 2.3 – Variation Applications Granted

- ON1137756 SI (87) **ADL HAULAGE LTD**
UNIT 3, 17A DERRYCLONE ROAD, GAWLEYS GATE CRAIGAVON
BT67 0BN
Increased authorisation at existing operating centre: 2 CHESTNUT HILL ROAD,
AGHALEE , CRAIGAVON BT67 0EX ()
New authorisation at this operating centre will be: 3 vehicle(s), 3 trailer(s)

- ON1113519 SI (86) **DAVID NORMAN HANNA T/A DAVID HANNA HAULAGE**
9 NEW LINE, RATHFRILAND , NEWRY BT34 5BP
Removed operating centre: 20A BALLYNAFOY ROAD, ANNACLONE, BANBRIDGE DOWN BT32 5BA
New operating centre: 9 NEW LINE, RATHFRILAND , NEWRY BT34 5BP ()
New authorisation at this operating centre will be: 2 vehicle(s), 2 trailer(s)
- ON1114929 SI (88) **DONNELL & ELLIS HEAVY HAULAGE LTD**
46 BELTANY ROAD, OMAGH , TYRONE BT78 5NF
New operating centre: 46 BELTANY ROAD OMAGH BT78 5NF (0 vehicle(s), 0 trailer(s))
New authorisation at this operating centre will be: 29 vehicle(s), 70 trailer(s)
- ON1123816 R (88) **GOLDEN FRY OILS LTD**
51 TERRENEW ROAD DUNGANNON BT70 3AB
Increased authorisation at existing operating centre: 51 TERRENEW ROAD DUNGANNON BT70 3AB ()
New authorisation at this operating centre will be: 5 vehicle(s), 1 trailer(s)
- ON1127689 SI (87) **JOHN MARTIN DERRY T/A JDT INTERNATIONAL**
19 TEAGY ROAD, PORTADOWN , CRAIGAVON BT62 1NJ
Increased authorisation at existing operating centre: 19 TEAGY ROAD, PORTADOWN , CRAIGAVON BT62 1NJ ()
New authorisation at this operating centre will be: 4 vehicle(s), 4 trailer(s)
- ON1114995 SI (88) **LMK INTERNATIONAL TRANSPORT LIMITED**
Director(s): SHANE SAMUEL MARK McKINNEY.
LMK, 50 SILVERWOOD ROAD, LURGAN CRAIGAVON BT66 6NA
Increased authorisation at existing operating centre: 50 SILVERWOOD ROAD LURGAN BT66 6NA ()
New authorisation at this operating centre will be: 13 vehicle(s), 10 trailer(s)
- ON1115171 SI (87) **LYONS EUROPEAN LIMITED**
Director(s): GARY PATRICK LYONS.
9 DERRYNAHONE ROAD, MOIRA, CRAIGAVON ARMAGH BT67 0HR
Increased authorisation at existing operating centre: 9 DERRYNAHONE ROAD, MOIRA, CRAIGAVON ARMAGH BT67 0HR ()
New authorisation at this operating centre will be: 25 vehicle(s), 45 trailer(s)
- ON1120648 R (87) **McNICHOLAS CONSTRUCTION SERVICES LIMITED**
Director(s): GRAHAM MARK DENTON, BARRY STUART MCNICHOLAS, STEVEN PATRICK MCNICHOLAS.
51 MALLUSK ROAD NEWTOWNABBEY BT36 4RU
New operating centre: RODDY MCCORLEY SOCIETY, MOYARD HOUSE, GLEN ROAD BELFAST BT11 8BU ()
New authorisation at this operating centre will be: 1 vehicle(s), 0 trailer(s)
- ON1124734 R (88) **MICHAEL DRAYNE & STELLA DRAYNE T/A DRAYNES FARMS**
1 GLENAVY ROAD LISBURN BT28 3UP
Increased authorisation at existing operating centre: 1 GLENAVY ROAD LISBURN BT28 3UP ()
New authorisation at this operating centre will be: 15 vehicle(s), 0 trailer(s)

- ON1114802 SI (87) **PHILLIPS LOGISTICS LIMITED**
Director(s): NEIL ANDREW PHILLIPS, MERVYN PHILLIPS, MAVIS PHILLIPS.
 36 TAMNAMORE ROAD DUNGANNON BT71 6RJ
 Increased authorisation at existing operating centre: B&Q WAREHOUSE , HOLYWOOD EXCHANGE, AIRPORT ROAD WEST BELFAST BT3 9DY ()
 New authorisation at this operating centre will be: 4 vehicle(s), 1 trailer(s)
- ON1123140 R (87) **RELIABLE VEHICLE SOLUTIONS LTD T/A RELIABLE CARS**
Director(s): DENNIS GEORGE STOREY, PAUL RICHARD PHILLIP HANNA, MARK MCKINNEY.
 10 GOVERNORS PLACE CARRICKFERGUS BT38 7BN
 Upgrade of Licence from R to SN
- ON1123140 SN (87) **RELIABLE VEHICLE SOLUTIONS LTD T/A RELIABLE CARS**
Director(s): DENNIS GEORGE STOREY, PAUL RICHARD PHILLIP HANNA, MARK MCKINNEY.
 10 GOVERNORS PLACE CARRICKFERGUS BT38 7BN
 Increased authorisation at existing operating centre: 33 MALLUSK ROAD NEWTOWNABBEY BT36 4PP ()
 New authorisation at this operating centre will be: 5 vehicle(s), 3 trailer(s)
- ON1132872 SI (83) **THOMAS SILVEY T/A SILVEY HAULAGE**
 15 GRANARY DRIVE, KEADY , ARMAGH BT60 3RY
 Increased authorisation at existing operating centre: 104 CROSSNENAGH ROAD, CARNAGH, KEADY ARMAGH BT60 3HX ()
 New authorisation at this operating centre will be: 5 vehicle(s), 2 trailer(s)
 New Undertaking: As permitted under Regulation 1071/2009 a financial review will be undertaken at 3 months and 6 months after grant of the variation of the licence to ensure the operator continues to meets the financial requirements of the size and type of licence held. The operator will therefore provide the Department with 28 days worth of original bank statements and other financial details (such as overdraft facility agreements or credit card statements) that show the licence holder has access to the required financial facilities and funds. These details are to be provided by 31 March 2016 and cover the month of February 2016 and again by 30 June 2016 and cover the month of May 2016.. Attached to Licence.
 New Undertaking: The operator will never keep a trailer at the nominated operating centre at 104 Crossnenagh Road.. Attached to Operating Centre: 104 CROSSNENAGH ROAD, CARNAGH, KEADY ARMAGH BT60 3HX
- ON1138404 SI (87) **WYLIE TRANSPORT LTD**
 SUITE 4, COMMERCIAL MEWS, 93-97 MAIN STREET , LARNE BT40 1HJ
 Increased authorisation at existing operating centre: 160 LISNAGOLE ROAD, DRUMBRUGHAS NORTH, LISNASKEA ENNISKILLEN BT92 0QL ()
 New authorisation at this operating centre will be: 10 vehicle(s), 10 trailer(s)

Section 2.4 – Variation Applications Refused

No Entries



Section 3 – Schedule 1 Applications

Schedule 1 to the Goods Vehicles (Licensing of Operators) Act 2010 allows, in certain situations, the transfer of operating centres from one existing licence to either another existing licence or as part of a new licence application. A range of qualifying criteria has to be met, with approval being at the Transport Regulation Unit's

discretion. An important consideration in the process is any environmental history relating to the subject operating centre or any potentially adverse environmental impact resulting from the transfer. Legislation prevents any statutory objection against the Schedule 1 element of an application.

New Applications (Section 3.1): where the Transport Regulation Unit has given a direction that the provisions of paragraph 2 of Schedule 1 shall apply, objections may only be lodged against the published application under Section 11(1)(a) of the 2010 Act, disregarding the suitability of the operating centre for use as such by the applicant as set out in Section 12(C)(5) of the Act.

Variation Applications (Section 3.2): where the Transport Regulation Unit has given a direction that the provisions of paragraph 4 of Schedule 1 shall apply, objections may again only be lodged against the published application under Section 11(1)(a) of the 2010 Act unless that transfer can be accommodated without any overall increase in the existing overall vehicle/trailer authorisation on the receiving licence, in which case there is no statutory requirement to publish details of that application. However, **Section 3.3** does detail any such applications in order that interested parties are made aware of changes to authorised operators at listed operating centres

Section 3.1 – New Applications

No Entries

Section 3.2 – Variation Applications

No Entries

Section 3.3 – Other Schedule 1 Approvals

No Entries

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Section 4 – Applications Withdrawn or Grants Not Taken Up

Section 4.1 – Applications Withdrawn

- ON1131149 R G P MARKETING LIMITED T/A PATTERSON OIL
(87)
- ON1141513 SI PSL HAULAGE LTD
(87)

Section 4.2 – Grants Not Taken Up (Fees Not Paid)

No Entries

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Section 5 – Public Inquiries

Note: anyone wishing to attend a public inquiry is advised to contact the Transport Regulation Unit on 028 9025 2973, the day before the inquiry, to avoid unnecessary travel should the inquiry be adjourned for any reason.

A transcript of the recorded proceedings of public inquiries (either in full or in part) may be ordered from the Transport Regulation Unit. The cost of the transcript varies according to demand and size of content and the office will be able to advise on the scale of charges when an order is placed.

Appeals against any decision published in this section must be lodged with the Upper Tribunal – Administrative Appeal Chamber (Transport), 5th Floor, Rolls Building, 7 Rolls Buildings, Fetter Lane, London, EC4A 1NL not later than 28 days after the date of the letter conveying the Department's decision. Appellants can obtain guidance on lodging appeals, including downloading the appeal form, from the website: www.administrativeappeals.tribunals.gov.uk

Section 5.1 – Notice of Public Inquiries to be Held

Public Inquiry (51821) to be held at Level 2
Causeway Exchange
1- 7 Bedford Street
Belfast BT2 7EG, on 11 December 2015 commencing at 10:30(Previous Publication:(90)
)
ON1138606 SI
HHS (NI) LTD
Director(s): HAYLEY HAUGHEY.
6 GREENHILL ROAD, BARNMEEN, RATHFRILAND NEWRY BT34 5AS

GV - S12 - Consideration of new application under Section 12

Public Inquiry (51856) to be held at Causeway Exchange, on 08 January 2016 commencing at 10:30(Previous Publication:(90)
)
ON1140090 SI
DEAN ARNOLD
2 HOLMVIEW HEIGHTS, NEWTOWNSTEWART , OMAGH BT78 4JW

GV - S12 - Consideration of new application under Section 12

Section 5.2 – Decisions Taken at Public Inquiries

Public Inquiry (51270) held at Level 1 Causeway Exchange
1-7 Bedford Street Belfast
Town Parks BT2 7 EG on 07 December 2015 at 10:00(Previous Publication:(90)
)ON1114815 SI
GORDON GILCHRIST LTD
Director(s): GORDON GILCHRIST.
1 BLACKSCULL ROAD, BANBRIDGE , DOWN BT32 4PP

GV - S24 - Licence revoked with effect from 8 December 2015

Public Inquiry (51271) held at Level 1 Causeway Exchange
1- 7 Bedford Street Town Parks
Belfast BT32 4HF on 07 December 2015 at 10:00(Previous Publication:(90)
)ON1136791 SI
SAMUEL GORDON GILCHRIST
15 MOUNT IDA ROAD BANBRIDGE BT32 4HF

GV - S12(6) - Application granted with undertakings

Section 5.3 – Notice of Transport Manager Public Inquiries to be Held

No Entries

Section 5.4 – Decisions Taken at Transport Manager Public Inquiries

TM Public Inquiry (EpisodeId:3950 DecisionId:3021) for TIMOTHY DAVID THORY held at The Court Room Eastern Traffic Area Eastbrook Shaftesbury Road Cambridge CB2 8BF, on 18 November 2015 at 10:00 (Previous Publication:(6093))
Declared Unfit under Article 6 of Regulation (EC) No 1071/2009



Section 6 – Operating Centre Reviews (Without Public Inquiries)

This section lists the results of reviews of operating centres made without the need for a public inquiry (with the Transport Regulation Unit's decision based on documentary evidence submitted).

Appeals against any decision published in this section must be lodged with the Upper Tribunal – Administrative Appeal Chamber (Transport), 5th Floor, Rolls Building, 7 Rolls Buildings, Fetter Lane, London, EC4A 1NL not later than 28 days after the date of the letter conveying the Transport Regulation Unit's decision. Appellants can obtain guidance on lodging appeals, including downloading the appeal form, from the website: www.administrativeappeals.tribunals.gov.uk

Section 6.1 – Decisions Taken Following Review

No Entries



Section 7 – Licences Surrendered or Terminated

Section 7.1 – Licences Surrendered

ON1129800 R (49)	Licence surrendered WEF 30 November 2015 CANNON SPECIALIST VEHICLES LTD T/A CANNON TRUCK AND PLANT
ON1129940 R (49)	Licence surrendered WEF 30 November 2015 E FOX CONSTRUCTION LTD
ON1126585 R (40)	Licence surrendered WEF 30 November 2015 EASI UPLIFTS (NI) LTD
ON1122532 R (31)	Licence surrendered WEF 30 November 2015 POLYFRAME NORTHERN IRELAND LLP

Section 7.2 – Licences Terminated

ON1113858 SN (Previous Publication not found)	Licence not continued WEF 07 December 2015 BRIAN HOUSTON
ON1114405 SI (Previous Publication not found)	Licence not continued WEF 07 December 2015 JOSEPH MCGRATH



Section 8 – Licences Revoked (Without Public Inquiries)

Appeals against any decision published in this section must be lodged with the Upper Tribunal – Administrative Appeal Chamber (Transport), 5th Floor, Rolls Building, 7 Rolls Buildings, Fetter Lane, London, EC4A 1NL not later than 28 days after the date of the letter conveying the Transport Regulation Unit's decision. Appellants can obtain guidance on lodging appeals, including downloading the appeal form, from the website: www.administrativeappeals.tribunals.gov.uk

No Entries



Section 9 – Corrections

No Entries



