

DEPARTMENT FOR REGIONAL DEVELOPMENT

SECTION 75 EQUALITY OF OPPORTUNITY SCREENING ANALYSIS FORM 2014

The purpose of this form is to help you to consider whether a new policy (either internal or external) or legislation will require a full equality impact assessment (EQIA). Those policies identified as having significant implications for equality of opportunity must be subject to full EQIA.

The form will provide a record of the factors taken into account if a policy is screened out, or excluded for EQIA. It will provide a basis for quarterly consultation on the outcome of the screening exercise, and will be referenced in the biannual review of progress made to the Minister and in the Annual Report to the Equality Commission.

Please complete the Cover Sheet Table below

Policy Title (in full):	Trunk Roads T1, T3, and T7 (York Street Interchange) Order (Northern Ireland) 2015
Policy Aim:	<p>The York Street Interchange Scheme is contained within the Investment Delivery Plan for Roads.</p> <p>The proposed scheme consists of the provision of a grade-separated junction at York Street that would provide direct links between Westlink and the M2 and M3 motorways. This will replace the existing at-grade junction. Works will include provision of new roads, connecting roads, busway, new junctions, bridges/underpasses/structures, cycle lane, and accommodation works.</p> <p>The Department's objectives for the scheme are:</p> <ul style="list-style-type: none">• to improve reliability of strategic journey times for the travelling public;• to improve road safety• to reduce congestion on the strategic road network;• to improve access to the regional gateways from the Eastern Seaboard Key Transport Corridor;• to maintain access to existing properties, community facilities and commercial interests;• to maintain access for pedestrians and cyclists;• to improve separation between strategic and local traffic.

Decision:(delete as appropriate)	Policy screened out without mitigation or an alternative policy adopted.
Business Area:	The Department for Regional Development – TransportNI.
Contact:	Colin Pentland - 02890 253281
Date of form completion:	30 October 2014

For Equality Unit Completion:

Date received:	5 November 2014
Amendments requested?	Yes
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Screening flowchart and template *(taken from Section 75 of the Northern Ireland Act 1998 – A Guide for public authorities April 2010 (Appendix 1)).*

Introduction

Part 1. Policy scoping – asks public authorities to provide details about the policy, procedure, practice and/or decision being screened and what available evidence you have gathered to help make an assessment of the likely impact on equality of opportunity and good relations.

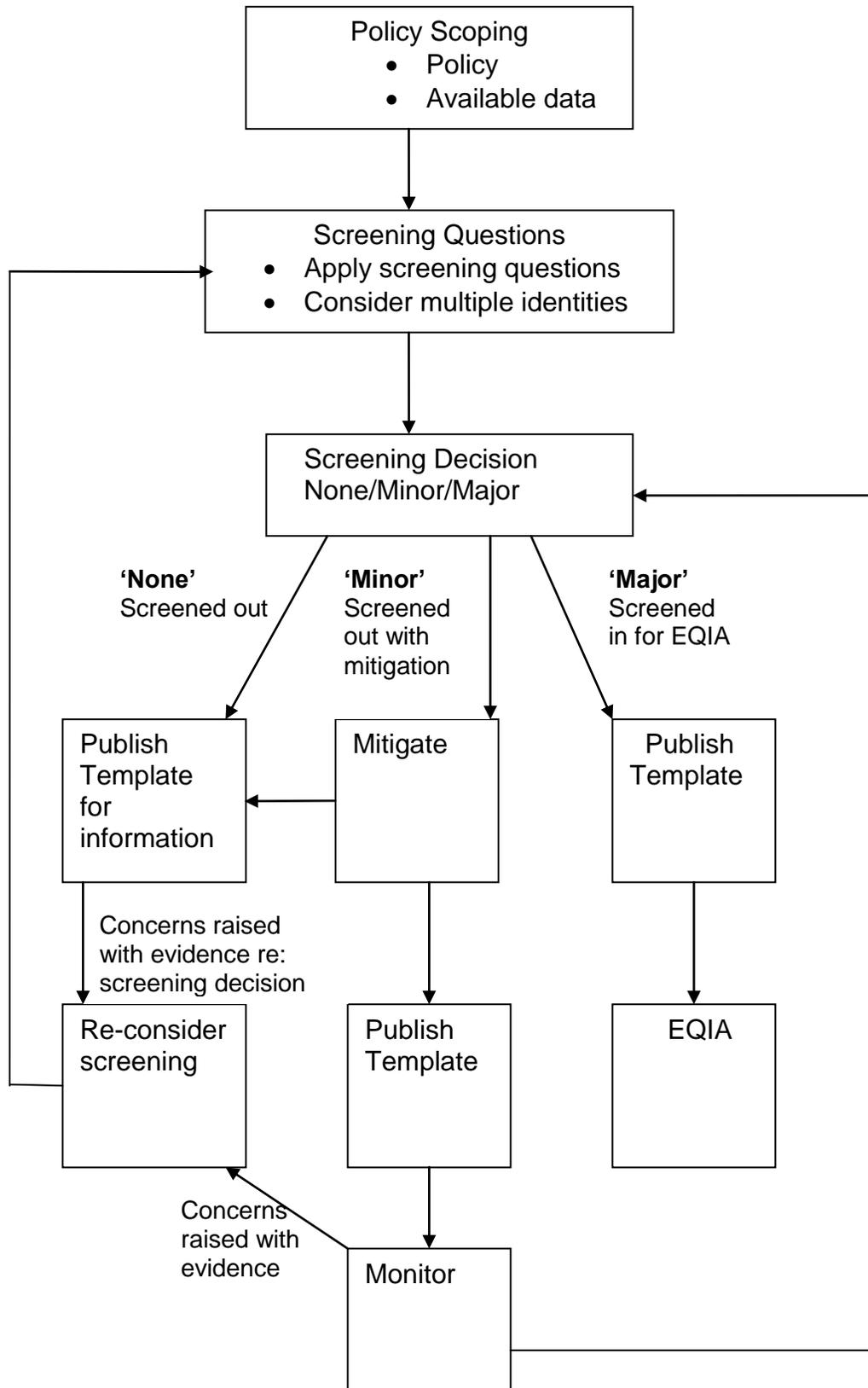
Part 2. Screening questions – asks about the extent of the likely impact of the policy on groups of people within each of the Section 75 categories. Details of the groups consulted and the level of assessment of the likely impact. This includes consideration of multiple identity and good relations issues.

Part 3. Screening decision – guides the public authority to reach a screening decision as to whether or not there is a need to carry out an equality impact assessment (EQIA), or to introduce measures to mitigate the likely impact, or the introduction of an alternative policy to better promote equality of opportunity and/or good relations.

Part 4. Monitoring – provides guidance to public authorities on monitoring for adverse impact and broader monitoring.

Part 5. Approval and authorisation – verifies the public authority's approval of a screening decision by a senior manager responsible for the policy.

A screening flowchart is provided overleaf.



Part 1. Policy scoping

The first stage of the screening process involves scoping the policy under consideration. The purpose of policy scoping is to help prepare the background and context and set out the aims and objectives for the policy, being screened. At this stage, scoping the policy will help identify potential constraints as well as opportunities and will help the policy maker work through the screening process on a step by step basis.

Public authorities should remember that the Section 75 statutory duties apply to internal policies (relating to people who work for the authority), as well as external policies (relating to those who are, or could be, served by the authority).

Information about the policy

Name of the policy
Trunk Roads T1, T3, and T7 (York Street Interchange) Order (Northern Ireland) 2015
Is this an existing, revised or a new policy?
New.
What is it trying to achieve? (intended aims/outcomes)
The York Street Interchange Scheme is contained within the Investment Delivery Plan for Roads. The proposed scheme consists of the provision of a grade-separated junction at York Street that would provide direct links between Westlink and the M2 and M3 motorways. This will replace the existing at-grade junction. Works will include the provision of new roads, connecting roads, busway, new junctions, bridges/underpasses/structures, cycle lane, and accomodation works. The Departmant's objectives for the scheme are: <ul style="list-style-type: none">• to improve reliability of strategic journey times for the travelling public;• to improve road safety• to reduce congestion on the strategic road network;• to improve access to the regional gateways from the Eastern Seaboard Key Transport Corridor;• to maintain access to existing properties, community facilities and commercial interests;• to maintain access for pedestrians and cyclists;• to improve separation between strategic and local traffic.

Are there any Section 75 categories which might be expected to benefit from the intended policy?

If so, explain how.

The scheme should improve the quality of life for all Section 75 categories who may use it.

Who initiated or wrote the policy?

The Department for Regional Development – TransportNI.

Who owns and who implements the policy?

The Department for Regional Development – TransportNI.

Background

The Executive's Investment Strategy 2008-18 sets out to deliver a programme of capital investment in local public services, and recognises that a modern infrastructure is critical to the future success of this region. The Strategy identifies priority areas for investment.

The Department for Regional Development has developed a series of Delivery Plans to implement the Investment Strategy programme.

The York Street Interchange Scheme is contained within the Investment Delivery Plan for Roads.

The Westlink, M2 and M3 motorways, which are key sections of the Strategic Road Network, are presently connected through a complex arrangement of traffic signals at York Street. This bottleneck presently causes significant congestion and delays for traffic travelling between Westlink and the M2 and M3 motorways at peak times. The junction will come under increased pressure to deal with traffic in the future. The construction of this scheme should improve the quality of life for all of the people who use it. For locals it will reduce severance from the city centre, provision of the new bus and cycle lanes will benefit those who do not have access to a car. Pedestrians will have an easier time crossing at junctions enhancing connections between the city centre and the shopping centre. Vehicles on strategic journeys whether public transport, commuters, or freight will benefit from reduced journey times.

The scheme has been subject to public consultation. In June 2011 a two-day public consultation event was held to introduce the scheme and give members of the public an opportunity to comment on the proposals. All interested parties were given the opportunity to fill in and submit a questionnaire at this event.

In December 2012 the Preferred Option was announced to the public through the media. A Preferred Option information leaflet was produced. Details of the Preferred Option were made available on the Department for Regional Development's website. Information about the Preferred Option was put on

display in the Cityside Retail Park (A large shopping centre beside the location of the proposed scheme).

In addition to consultation events, the Department has undertaken a considerable amount of one-to-one consultation meetings with individual landowners to ensure specific concerns and comments are considered during the design process.

As part of the scheme development, the Department has to produce an Environmental Statement, a draft Designation Order, and a draft Vesting Order. After these are produced a Formal Public Consultation will take place. This screening form will be referred to in the consultation document.

Implementation factors

Are there any factors which could contribute to/detract from the intended aim/outcome of the policy/decision?

If yes, are they

financial

legislative

other, please specify _____

Main stakeholders affected

Who are the internal and external stakeholders (actual or potential) that the policy will impact upon?

staff

service users

other public sector organisations

voluntary/community/trade unions

other, please specify

Strategic road users, local road users both vehicular and pedestrian, owners and users of premises located adjacent to the proposed scheme.

Other policies with a bearing on this policy

- what are they?

Investment Delivery Plan for Roads (Department for Regional Development).
Investment Strategy for Northern Ireland (Office of the First Minister and Deputy First Minister).

- who owns them?

Department for Regional Development – TransportNI.
Office of the First Minister and Deputy First Minister.

Available evidence

Evidence to help inform the screening process may take many forms. Public authorities should ensure that their screening decision is informed by relevant data.

What evidence/information (both qualitative and quantitative) have you gathered to inform this policy? Specify details for each of the Section 75 categories.

Section 75 category	Details of evidence/ information
Religious belief	<p>As detailed in the background section extensive consultation has taken place on this scheme and comments received were take account of when putting together the final proposals for the scheme which will be subject to a further consultation before the work begins.</p> <p>There is no evidence of higher or lower uptake of this Section 75 group. Groups will not be contacted directly to gather information but any interested parties will have an opportunity to comment as part of the statutory procedure. The screening form will be included in the Department's quarterly consultation exercise with Section 75 consultees.</p> <p>Any issues identified relating to this S75 group will be fully considered.</p>
Political opinion	As above.
Racial group	As above.
Age	The Smart and Integrated Ticketing Report (May 2012) found that 88% of those, who participated in the survey, aged 16-24 have used public transport, higher than any other age group.
Marital status	As above.
Sexual orientation	As above.

Men and women generally	As above.
Disability	<p>The needs of disabled people have been considered by the Client and Designer throughout the development of the scheme with the aim of providing a disabled friendly infrastructure. The scheme will be designed in accordance with current standards (Design Manual for Roads and Bridges, DMRB) which are DDA compliant. Their needs are also considered through Non-Motorised User Audits.</p> <p>There is no evidence of higher or lower uptake of this Section 75 group. Groups will not be contacted directly to gather information but any interested parties will have an opportunity to comment as part of the statutory procedure. The screening form will be included in the Department's quarterly consultation exercise with Section 75 consultees.</p> <p>Any issues identified relating to this S75 group will be fully considered.</p>
Dependants	See Racial Group.

Needs, experiences and priorities

Taking into account the information referred to above, what are the different needs, experiences and priorities of each of the following categories, in relation to the particular policy/decision? Specify details for each of the Section 75 categories

Section 75 category	Details of needs/experiences/priorities
Religious belief	There are no specific needs identified for this group
Political opinion	As above.
Racial group	As above.
Age	As above. The scheme will provide a new bus lane in York Street which may benefit those aged 16 – 24 in particular as they are higher users of public transport.
Marital status	As above.
Sexual orientation	As above.
Men and women generally	As above.
Disability	As above.
Dependants	As above.

Part 2. Screening questions

Introduction

In making a decision as to whether or not there is a need to carry out an equality impact assessment, the public authority should consider its answers to the questions 1-4 which are given on pages 66-68 of this Guide.

If the public authority's conclusion is **none** in respect of all of the Section 75 equality of opportunity and/or good relations categories, then the public authority may decide to screen the policy out. If a policy is 'screened out' as having no relevance to equality of opportunity or good relations, a public authority should give details of the reasons for the decision taken.

If the public authority's conclusion is **major** in respect of one or more of the Section 75 equality of opportunity and/or good relations categories, then consideration should be given to subjecting the policy to the equality impact assessment procedure.

If the public authority's conclusion is **minor** in respect of one or more of the Section 75 equality categories and/or good relations categories, then consideration should still be given to proceeding with an equality impact assessment, or to:

- measures to mitigate the adverse impact; or
- the introduction of an alternative policy to better promote equality of opportunity and/or good relations.

In favour of a 'major' impact

- a) The policy is significant in terms of its strategic importance;
- b) Potential equality impacts are unknown, because, for example, there is insufficient data upon which to make an assessment or because they are complex, and it would be appropriate to conduct an equality impact assessment in order to better assess them;
- c) Potential equality and/or good relations impacts are likely to be adverse or are likely to be experienced disproportionately by groups of people including those who are marginalised or disadvantaged;
- d) Further assessment offers a valuable way to examine the evidence and develop recommendations in respect of a policy about which there are

concerns amongst affected individuals and representative groups, for example in respect of multiple identities;

- e) The policy is likely to be challenged by way of judicial review;
- f) The policy is significant in terms of expenditure.

In favour of 'minor' impact

- a) The policy is not unlawfully discriminatory and any residual potential impacts on people are judged to be negligible;
- b) The policy, or certain proposals within it, are potentially unlawfully discriminatory, but this possibility can readily and easily be eliminated by making appropriate changes to the policy or by adopting appropriate mitigating measures;
- c) Any asymmetrical equality impacts caused by the policy are intentional because they are specifically designed to promote equality of opportunity for particular groups of disadvantaged people;
- d) By amending the policy there are better opportunities to better promote equality of opportunity and/or good relations.

In favour of none

- a) The policy has no relevance to equality of opportunity or good relations.
- b) The policy is purely technical in nature and will have no bearing in terms of its likely impact on equality of opportunity or good relations for people within the equality and good relations categories.

Taking into account the evidence presented above, consider and comment on the likely impact on equality of opportunity and good relations for those affected by this policy, in any way, for each of the equality and good relations categories, by applying the screening questions given overleaf and indicate the level of impact on the group i.e. minor, major or none.

Screening questions

1 What is the likely impact on equality of opportunity for those affected by this policy, for each of the Section 75 equality categories? minor/major/none		
Section 75 category	Details of policy impact	Level of impact? minor/major/none
Religious belief	There is no evidence that this scheme will impact on equality of opportunity for this group.	None
Political opinion	As above.	None
Racial group	As above.	None
Age	The scheme will provide a new bus lane in York Street which may benefit those aged 16 – 24 who usage of public transport is higher than any other group.	Minor positive
Marital status	See Religious belief above.	None
Sexual orientation	See Religious belief above.	None
Men and women generally	See Religious belief above.	None
Disability	There is no evidence that this scheme will impact on equality of opportunity for this group however the scheme will be designed in accordance with current standards which are DDA compliant.	None
Dependants	See Religious belief above.	None

2 Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?		
Section 75 category	If Yes , provide details	If No , provide reasons
Religious belief		No. The scheme is technical in nature.
Political opinion		No. As above.
Racial group		No. As above.
Age		No. As above.
Marital status		No. As above.
Sexual orientation		No. As above.
Men and women generally		No. As above.
Disability		No. As above.
Dependants		No. As above.

3 To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group? minor/major/none		
Good relations category	Details of policy impact	Level of impact minor/major/none
Religious belief		None. The scheme is technical in nature.
Political opinion		As above.
Racial group		As above.

4 Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?		
Good relations category	If Yes , provide details	If No , provide reasons
Religious belief		No. The scheme is technical in nature.
Political opinion		As above.
Racial group		As above.

Additional considerations

Multiple identity

Generally speaking, people can fall into more than one Section 75 category. Taking this into consideration, are there any potential impacts of the policy/decision on people with multiple identities? (*For example; disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people*).

No impacts for people with multiple identities.

Provide details of data on the impact of the policy on people with multiple identities. Specify relevant Section 75 categories concerned.

Not applicable, see answer to Multiple Identity above.

Part 3. Screening decision

If the decision is not to conduct an equality impact assessment, please provide details of the reasons.

The construction of the scheme falls into the 'technical' in nature category and the design will be carried out in accordance with current standards which are DDA compliant. Therefore we consider that the scheme will have no adverse impacts for Section 75 groups.

The construction of this scheme should improve the quality of life for all of the people who use it. See background section on page 7 for more information.

There has already been extensive consultation on the project and comments have been taken into account when completing the final design which will again be subject to a further consultation before work commences. This screening form will be referred in the in the consultation document.

As part of the statutory Section 75 process this screening form will also be circulated to all Section 75 bodies for comment. Any issues raised will be considered.

If the decision is not to conduct an equality impact assessment the public authority should consider if the policy should be mitigated or an alternative policy be introduced.

Not applicable, see above.

If the decision is to subject the policy to an equality impact assessment, please provide details of the reasons.

Not applicable, see above.

All public authorities' equality schemes must state the authority's arrangements for assessing and consulting on the likely impact of policies adopted or proposed to be adopted by the authority on the promotion of equality of opportunity. The Commission recommends screening and equality impact assessment as the tools to be utilised for such assessments. Further advice on equality impact assessment may be found in a separate Commission publication: Practical Guidance on Equality Impact Assessment.

Mitigation

When the public authority concludes that the likely impact is 'minor' and an equality impact assessment is not to be conducted, the public authority may consider mitigation to lessen the severity of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity or good relations.

Can the policy/decision be amended or changed or an alternative policy introduced to better promote equality of opportunity and/or good relations?

If so, give the **reasons** to support your decision, together with the proposed changes/amendments or alternative policy.

Not applicable, see above.

Timetabling and prioritising

Factors to be considered in timetabling and prioritising policies for equality impact assessment.

If the policy has been ‘**screened in**’ for equality impact assessment, then please answer the following questions to determine its priority for timetabling the equality impact assessment.

On a scale of 1-3, with 1 being the lowest priority and 3 being the highest, assess the policy in terms of its priority for equality impact assessment.

Priority criterion	Rating (1-3)
Effect on equality of opportunity and good relations	
Social need	
Effect on people’s daily lives	
Relevance to a public authority’s functions	

Note: The Total Rating Score should be used to prioritise the policy in rank order with other policies screened in for equality impact assessment. This list of priorities will assist the public authority in timetabling. Details of the Public Authority’s Equality Impact Assessment Timetable should be included in the quarterly Screening Report.

Is the policy affected by timetables established by other relevant public authorities?

No.

If yes, please provide details

Part 4. Monitoring

Public authorities should consider the guidance contained in the Commission's Monitoring Guidance for Use by Public Authorities (July 2007).

The Commission recommends that where the policy has been amended or an alternative policy introduced, the public authority should monitor more broadly than for adverse impact (See Benefits, P.9-10, paras 2.13 – 2.20 of the Monitoring Guidance).

Effective monitoring will help the public authority identify any future adverse impact arising from the policy which may lead the public authority to conduct an equality impact assessment, as well as help with future planning and policy development.

Part 5 - Approval and authorisation

Screened by:	Position/Job Title	Date
Colin Pentland	Project Manager	17/11/2014
Approved by:		
Roy Spiers	Project Sponsor	17/11/2014

Note: A copy of the Screening Template, for each policy screened should be 'signed off' and approved by a senior manager responsible for the policy, made easily accessible on the public authority's website as soon as possible following completion and made available on request.