

## DEPARTMENT FOR INFRASTRUCTURE

### SECTION 75 EQUALITY OF OPPORTUNITY SCREENING ANALYSIS FORM

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.

Further advice on completion of this form and the screening process including relevant contact information can be accessed via the Department for Infrastructure (DfI) Intranet site ([Equality Intranet page](#)).

**HUMAN RIGHTS ACT** - refer to the [Equality Intranet page](#)

When considering the impact of this policy you should also consider if there would be any Human Rights implications. Guidance is at:

- <https://www.executiveoffice-ni.gov.uk/articles/human-rights-and-public-authorities>

Should this be appropriate you will need to complete a Human Rights Impact Assessment. A template is at:

- <https://www.executiveoffice-ni.gov.uk/publications/human-rights-impact-assessment-proforma>

**Don't forget to RURAL PROOF** - refer to the [Equality Intranet page](#).

## 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

A24 Ballynahinch Bypass Scheme

Is this an existing, revised or a new policy?

New

What is it trying to achieve? (intended aims/outcomes)

The proposed A24 Ballynahinch Bypass would provide access from a new roundabout at the junction of the A24 Belfast Road and the A21 Saintfield Road to a new roundabout located at the existing junction of the B2 Downpatrick Road and the A24 Drumaness Road. A compact grade separated junction would connect the B7 Crossgar Road with the proposed bypass.

Proposed scheme specific objectives are:

- to reduce journey times for strategic A24 traffic
- to improve journey time reliability for strategic A24 traffic
- to contribute positively to transport economic efficiency
- to contribute positively to road safety
- to minimise the impact of the scheme on the environment
- to achieve value for money
- improve traffic conditions in Ballynahinch town centre

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, by having the potential to improve air quality and improve road safety for road users. The scheme also has the potential to improve the quality of life for residents and visitors to the town and journey time for people travelling to locations beyond Ballynahinch.

Who initiated or wrote the policy?

Department for Infrastructure, Transport and Road Asset Management, Major Projects – South.

Who owns and who implements the policy?

Department for Infrastructure

## **Background**

The Department for Infrastructure (DfI) Southern Division are advancing the design and development of a new strategic bypass road on the eastern side of Ballynahinch.

DfI's main objective for the scheme is to improve traffic conditions in the town centre of Ballynahinch. The A24 Ballynahinch Bypass proposal would provide a direct strategic link between the A24 Belfast Road (at the junction with Saintfield Road) to the north of Ballynahinch and the A24 Drumaness Road (at the junction with Downpatrick Road) to the south of the town.

The scheme involves the provision of a 3.1km single carriageway bypass of Ballynahinch in County Down together with a grade separated connection with the B7 Crossgar Road. The scheme also includes the provision of a Wide Single 2+1 overtaking facility, a southbound Differential Acceleration Lane, a contiguous cycle / footway and Park and Share facilities.

The market town of Ballynahinch lies in the centre of County Down, midway between Belfast and Newcastle, approximately 15 miles north of the Mourne Mountains and approximately 10 miles from both Downpatrick and Lisburn. The

A24 through Ballynahinch acts as a main distributor road with minor lateral roads radiating from it, serving both strategic (through) traffic and local traffic. These roads include:

- A21 to Saintfield
- B7 to Crossgar
- B2 to Downpatrick
- B175 to The Spa and Castlewellan
- B7 to Dromara
- B2 to Dromore
- B177 to Hillsborough
- A49 to Lisburn

The A24/A2 route from Belfast to Newcastle forms part of the Regional Strategic Transport Network, identified in the Regional Development Strategy (RDS), “Shaping our Future” first published in 2001 where it is designated as a trunk road. The RDS sets out guidance on the future development of Northern Ireland (NI) infrastructure to 2025 and is supported by the Regional Transport Strategy (RTS) published in 2002, which identifies strategic transportation investment priorities.

The A24 Ballynahinch Bypass was identified in the RTS as a probable Strategic Transportation Investment Priority; the Investment Delivery Plan for Roads, as a Strategic Road Improvement and the Roads Service document, and in Expanding the Strategic Road Improvement Programme 2015, dated July 2006.

A Public Consultation Event was held on 12th November 2009 in the Market House, Ballynahinch. Representatives from the former Roads Service (now DfI) and their technical advisors were present to answer questions from members of the general public. There was also a presentation to invited elected representatives. Comment sheets made available to those who attended the event, gave the local community and businesses an opportunity to express their views on the proposals. All interested parties were given the opportunity to fill in and submit a questionnaire at this event. Following representations made at this event, a compact grade separated junction at Crossgar Road was considered and following investigation was added to the scheme.

In January 2012 the Preferred Option was announced to the public through the media. Details of the Preferred Option were made available on DfI’s website. In addition to the consultation event, DfI 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, DfI has produced an Environmental Statement, a Direction Order and a draft Vesting Order.

A Public Inquiry was held in January 2016, subsequently and following a review of the Public Inquiry Inspector's report, the "Notice of Intention to Proceed" for the scheme was announced in December 2016. However, as the Executive collapsed in early 2017, the Department was unable to proceed to make the necessary Direction Order for the scheme at that time.

A Direction Order was made on 07 June 2021 and came into operation on 16 July 2021. In May 2022, DfI indicated that due to a revised funding allocation the works on the scheme would be paused. In March 2025, the Minister for Infrastructure, Liz McKimmins, announced the scheme would move forward to development of the business case and procurement.

### **Implementation factors**

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

If yes, are they (please delete as appropriate)

Financial - **Yes**

Legislative - **Yes**

### **Main stakeholders affected**

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

DfI staff

Service users

Other public sector organisations

Voluntary/community/trade unions

General public

other, please specify –

Yes. Strategic road users, local road users both vehicular and active travel, landowners, business owners and users of premises located adjacent to the proposed scheme. Also, owners and users of premises located within Ballynahinch along the existing route.

### **Other policies with a bearing on this policy**

- what are they?

1. Regional Development Strategy for Northern Ireland 2035 - DfI.
2. Planning for the Future of Transport: Time for Change (2021) - DfI
3. Expanding the Strategic Road Improvement (SRI) programme 2015 published July 2006.
4. Regional Strategic Transport Network – Transport Plan 2015 (2005) - DfI
5. Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation (2011) - DfI
6. The Investment Delivery Plan for Roads, published May 2008

- who owns them?

Department for Infrastructure

## 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. The Commission has produced this guide to [signpost to S75 data](#). Also refer to the [Equality Intranet page](#) for some evidence sources.

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

## General evidence

Over the last number of years, during the development stage, extensive stakeholder engagement with local businesses and landowners has taken place to consider their views and needs with regards to this Scheme. The Department has also considered traffic and transport data and how best to improve the conditions for road users within Ballynahinch.

The Traffic Survey study area was centred to the eastern periphery of Ballynahinch. A programme of data collection was undertaken to assist in establishing current traffic volumes and vehicle proportions on key road links and at key junctions within the study area, to quantify variations in traffic demand during a typical weekday and to estimate vehicle journey times along particular routes. Through the collection and analysis of this survey information, the prevailing traffic demand and operating conditions in the study area have been established.

The surveys include:

- Manual Classified Counts (MCCs) – Junction Turning Counts (JTCs)
- Automatic Traffic Counts (ATCs)
- Journey Time (JT) surveys
- Automatic Number Plate Recognition (ANPR) surveys
- Walking, Cycling and Horse Riding (WCH) Counts

These surveys were undertaken in May and June 2025 when traffic conditions were expected to be typical of average demand.

Analysis of the Journey Time survey data indicates that speeds in the town centre (Harmony Road, Windmill Street, High Street, and Main Street) are consistently slow, i.e. the average speeds are generally around 15mph – 19mph. The WCH counts show that the highest number of movements of non-motorised users is at Site 3 (the junction between Main Street, High Street and

Lisburn Street) with a total number of pedestrian and cycling movements being around 4,387. An assessment of the ANPR study area entry and exit sites (with a duration less than 30 minutes) highlighted that a significant number of trips were strategic, going through Ballynahinch Town centre.

### **Religious belief** evidence / information:

Information from Northern Ireland (NI) Statistics and Research Agency (NISRA) suggests that at Census 2021 out of a population of 1.9 million the following statistics were recorded for the main current religions in Northern Ireland: Catholic 45.7%, Protestant and other Christian (including Christian related) 43.5%, Other Religions 1.5% and No Religion 9.3%.

The NISRA Super Data Zones for Rowallane C3 and C5, Slieve Croob D1 and A2, which are the boundaries for the Bypass, suggest the following: Catholic 53% Protestant and other Christian (including Christian related) 31%, Other Religions 0.9% and No Religion 15%.

Traffic data is not broken down into Religious Belief, however, the data, from the surveys noted in general evidence above, illustrates the adverse impact for road users and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

### **Political Opinion** evidence / information

In the General Election Results 2024 the following statistics were recorded for political opinion in Northern Ireland; 'Unionist' 40.6%, 'Nationalist' 40.2% and 'Other' 19.2%.

Information from NI Electoral Commission records for the Local Government Election 2023, the Rowallane and Slieve Croob District Electoral Areas results, suggest the population of the electoral area was 31,662 with a 54% turnout poll resulting in 44.5% voting for Nationalist parties, 35.5% voting for Unionist parties and 20% for remaining parties.

Traffic data is not broken down into Political Opinion, however, the data, from the surveys noted in general evidence above, illustrates the adverse impact for road users and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

## **Racial Group** evidence / information:

Information from NI Statistics and Research Agency suggests that at Census 2021 out of a population of 1.9 million the following statistics were recorded for ethnic groups in Northern Ireland: White 96.6%, Asian 1.7%, Black 0.6%, Mixed 0.8%, Other 0.4%.

The NISRA Super Data Zones for Rowallane C3 and C5, and Slieve Croob D1 and A3 which are the boundaries for the Bypass suggest there are 99% white and 1% other Ethnic groups.

Traffic data is not broken down into Racial Group, however, the data, from the surveys noted in general evidence above, illustrates the adverse impact for road users and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

## **Age** evidence / information

Information from NI Statistics and Research Agency suggests that at Census 2021 out of a population of 1.9 million the following statistics were recorded for age groups in Northern Ireland: 0-15 years 20.4%, 16-24 years 10.6%, 25-34 years 12.7%, 35-44 years 13.1%, 45-54 years 13.3%, 55-64 years 12.7%, 65+ years 17.2%.

The NISRA Super Data Zones for Rowallane C3 and 5 and Slieve Croob D1 and A2, which are boundaries for the Ballynahinch Bypass suggest 0-14 years - 19.7%, 15-39 years - 28%, 40-64 years - 36% and 64+ years - 17%.

In the most recent five years 2020-2024 there have been 59 people aged 17-24 killed in road traffic collisions. Taking this figure as a rate of the 2024 mid-year population the rate for people aged 17-24 was 33.68 deaths per 100,000 population, while the overall figure for the population was 15.61 killed in road traffic collisions per 100,000 population. (Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics and NISRA Mid-year population estimates)

In the most recent five years 2020-2024 there have been 69 people aged 65+ killed in road traffic collisions. Taking this figure as a rate of the 2024 mid-year population the rate for people aged 65+ was 19.76 deaths per 100,000 population, while the overall figure for the population was 15.61 killed in road traffic collisions per 100,000 population. (Police Service of Northern Ireland

(PSNI) Road Traffic Casualty Statistics and NISRA Mid-year population estimates).

Due to the delay in the release of the 2025 mid-year population figure until late summer 2026, mid-year figures for 2024 have been used. The data, from the surveys noted in general evidence above, illustrates the adverse impact for road users and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

### **Marital Status** evidence / information:

Information from NI Statistics and Research Agency suggests that at Census 2021 out of a population of 1.5 million (those aged 16 and over), the following statistics were recorded for marital status in Northern Ireland: single 38.1%, married 45.6%, in a civil partnership 0.2%, separated 3.8%, divorced / dissolved partnership 6% and widowed 6.4%.

The NISRA Super Data Zones for those aged 16 and over in Rowallane C3 and 5 and Slieve Croob D1 and A2, which are the boundary areas for the Ballynahinch Bypass suggest: 31% are single, 58% are married or in a civil partnership, 2.12% separated, 3.45% divorced / dissolved partnerships and 5% widowed.

Traffic data is not broken down into Marital Status, however, the data, from the surveys noted in general evidence above, illustrates the adverse impact for road users and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

### **Sexual Orientation** evidence / information:

Information from NI Statistics and Research Agency suggests that at Census 2021 out of a population of 1.5 million (those aged 16 and over), the following statistics were recorded for sexual orientation in Northern Ireland: straight or heterosexual 90%, gay, lesbian, bisexual or other 2%, prefer not to say or not stated 7.9%.

The NISRA Super Data zones for those aged 16 years and over in Rowallane, C3 and 5 and Slieve Croob D1 and A2, which are the boundary areas for the Ballynahinch Bypass suggest: 92% straight / heterosexual, 2% gay, lesbian bisexual or other and 6% prefer not to say or not stated.

Traffic data is not broken down into Sexual Orientation, however, the data, from the surveys noted in general evidence above, illustrates the adverse impact for road users and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

### **Men & Women generally** evidence / information:

Information from NI Statistics and Research Agency suggests that at Census 2021 out of a population of 1.9 million the following statistics were recorded for gender in Northern Ireland: females were 50.8% of the population and males were 49.2% of the population. The NISRA Super Data zones for Rowallane C3 and C5 and Slieve Croob D1 and A2, which are the border areas for the Ballynahinch Bypass records 50% males and 50% females.

In the most recent five years 2020-2024 there have been 233 males killed in road traffic collisions and 68 females. Males represent over three quarters (77%) of road traffic collision fatalities in the last five years. (Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics).

Traffic data is not broken down into gender, however, the data, from the surveys noted in general evidence above, illustrates the adverse impact for road users and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

### **Disability** evidence / information

Information from NI Statistics and Research Agency suggests that at Census 2021 out of a population of 1.9 million the following statistics were recorded for disabilities in Northern Ireland: 24.3% of people have a long-term health problem or disability and 44.9% of households in Northern Ireland have one or more people in the household with a long-term health problem or disability.

The NISRA Super Data Zones for Rowallane C3 and C5 and Slieve Croob D1 and A2, which are boundaries for the Ballynahinch Bypass suggests 30% of households contained at least one person with a long-term health problem or disability.

Traffic data is not broken down into Disability, however, the data, from the surveys noted in general evidence above, illustrates the adverse impact for road users

and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

### **Dependants** evidence / information:

Information from NI Statistics and Research Agency suggests that at Census 2021 out of a population of 1.9 million the following statistics were recorded for dependents in Northern Ireland: 30.7% per cent of households in Northern Ireland contained at least one dependent child and 44.9% contained at least one person with a long-term health problem or disability; made up of those households with dependent children 10.1% and those with no dependent children 34.8%.

The NISRA Super Data Zones for Rowallane C3 and C5 and Slieve Croob D1 and A2, which are boundaries for the Ballynahinch Bypass suggest 32.9% of households in this area contained at least one dependent child.

Traffic data is not broken down into Dependents, however, the data, from the surveys noted in general evidence above, illustrates the adverse impact for road users and people who live in the vicinity from both the high levels of strategic and local traffic particularly at morning and evening peak times.

### **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 of the needs, experiences and priorities for each of the Section 75 categories below).

The Ballynahinch Bypass Scheme aims to reduce the impact on noise and air pollution as a result of the high volumes of strategic and local traffic in Ballynahinch town, thereby improving the quality of life for residents and visitors. By providing an alternative route for strategic traffic, this scheme has the potential to improve journey time and journey time reliability and road safety for all road users.

Liaison with DfI Active Travel has ensured that the cycle / footway will tie into existing provisions and take into consideration future Active Travel development opportunities identified in the surrounding area.

Further improvements towards an increase of ultra-low and zero emission vehicles is anticipated in response to the United Kingdom (UK) Government's commitment to ban the sale of new petrol and diesel cars / vans by 2030. As a further step, the Government has committed to ensure all new cars / vans will be fully zero emission from the exhaust pipe from 2035.

### **Religious belief**

The A24 Ballynahinch Bypass scheme will be used by all of society irrespective of Section 75 identity.

Evidence does not highlight any specific needs, experiences or priorities that have been identified for this section 75 category. Should any specific needs, experiences or priorities be identified for this category, this form can be reviewed and updated, as appropriate.

### **Political Opinion**

As above in Religious Belief.

### **Racial Group**

As above in Religious Belief.

### **Age**

As above in Religious Belief.

### **Marital status**

As above in Religious Belief.

### **Sexual orientation**

As above in Religious Belief.

## **Men and Women Generally**

As above in Religious Belief.

## **Disability**

The needs of people with disabilities have been considered by the Client and Designer throughout the development of the scheme, with the aim of providing infrastructure accessible to people with disabilities. The scheme will be designed in accordance with current standards (Design Manual for Roads and Bridges) which are Disability Discrimination Act compliant.

The cycle / footway element of the scheme will be designed and constructed in accordance with current standards (Design Manual for Roads and Bridges, DMRB) that will provide for an appropriate width of path to minimise difference between types of users. The needs are also considered through Non-Motorised User Audits.

Should any further needs, experiences or priorities be identified for this section 75 category, this form can be reviewed and updated, as appropriate.

## **Dependants**

As above in Religious Belief and Disability.

## **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?**

Details of the likely policy impacts on **Religious belief**:

The A24 Ballynahinch Bypass scheme aims to reduce congestion and the number of strategic vehicles travelling through Ballynahinch town centre. Therefore, this scheme has the potential to improve air quality and improve road safety for road users improving the quality of life for residents and visitors to the town and journey time for people travelling to locations beyond Ballynahinch.

What is the level of impact? **Minor Positive**

Details of the likely policy impacts on **Political Opinion**:

As above in Religious Belief.

What is the level of impact? **Minor Positive**

Details of the likely policy impacts on **Racial Group**:

As above in Religious Belief.

What is the level of impact? **Minor Positive**

Details of the likely policy impacts on **Age**:

As above in Religious Belief.

What is the level of impact? **Minor Positive**

Details of the likely policy impacts on **Marital Status**:

[As above in Religious Belief.](#)

What is the level of impact? [Minor Positive](#)

Details of the likely policy impacts on **Sexual Orientation**:

[As above in Religious Belief.](#)

What is the level of impact? [Minor Positive](#)

Details of the likely policy impacts on **Men and Women**:

[As above in Religious Belief.](#)

What is the level of impact? [Minor Positive](#)

Details of the likely policy impacts on **Disability**:

[As above in Religious Belief.](#)

What is the level of impact? [Minor Positive](#)

Details of the likely policy impacts on **Dependants**:

[As above in Religious Belief.](#)

What is the level of impact? [Minor Positive](#)

**2. Are there opportunities to better promote equality of opportunity for people within the Section 75 equalities categories?**

**Religious Belief - No**

The A24 Ballynahinch Bypass scheme aims to reduce congestion and the number of strategic vehicles travelling through Ballynahinch town centre. Therefore, this scheme has the potential to improve air quality and improve road safety for road users improving the quality of life for residents, visitors to the town and journey time for people travelling to locations beyond Ballynahinch.

There have been no opportunities identified to better promote equality of opportunity at this stage. Should any opportunities be identified, this form can be reviewed and updated as necessary.

**Political Opinion – No**

As above in Religious Belief.

**Racial Group - No**

As above in Religious Belief.

**Age - No**

As above in Religious Belief.

**Marital Status - No**

As above in Religious Belief.

**Sexual Orientation - No**

As above in Religious Belief.

**Men and Women generally - No**

As above in Religious Belief.

**Disability - No**

As above in Religious Belief.

**Dependants - No**

As above in Religious Belief.

3. **To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group?**

Details of the likely policy impacts on **Religious belief**:

When constructed, this major transport infrastructure project has the potential to provide a positive impact on good relations for road users by improving linkages to major towns, ports, airports and movement within Ballynahinch town centre.

What is the level of impact? **Minor Positive**

Details of the likely policy impacts on **Political Opinion**:

As above in Religious Belief.

What is the level of impact? **Minor Positive**

Details of the likely policy impacts on **Racial Group**:

As above in Religious Belief.

What is the level of impact? **Minor Positive**

**4. Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?**

**Religious Belief –**

No - Development and subsequent construction of the scheme is likely to have a positive impact for those living in the geographical area. A reduction in the impact of any reduced congestion could provide residents opportunities to develop a more vibrant, and cohesive community.

There have been no opportunities identified to better promote good relations between people of different religious belief, political opinion or racial group at this stage. Should any opportunities be identified, this form will be reviewed and updated, if necessary.

**Political Opinion - No**

As above in religious belief.

**Racial Group - No**

As above in religious belief.

## 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?

*(Every citizen belongs to more than one group - For example: disabled minority ethnic people; disabled women; young Protestant men; and young lesbians, gay and bisexual people).*

Yes – There is the potential for positive impacts on all multiple identities, as everyone in society belongs to more than one section 75 category.

The A24 Ballynahinch Bypass scheme aims to reduce congestion and the number of strategic vehicles travelling through Ballynahinch town centre. Therefore, this scheme has the potential to improve air quality and improve road safety for road users improving the quality of life for residents, visitors to the town and journey time for people travelling to locations beyond Ballynahinch.

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

Detail provided in evidence / information and needs / experiences / priorities sections 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 Disability Discrimination Act compliant. Therefore, we consider that the scheme will have no differential adverse impacts for Section 75 groups. The construction of this scheme should improve the quality of life for all the people who use it.

There has already been extensive consultation on the project and comments have been considered as the scheme develops towards construction.

This Section 75 form can be reviewed and updated at any stage, if necessary should any new evidence or information be identified.

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 - please provide details of this consideration.

Not Applicable

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

Not Applicable

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?

No – there is no further opportunity 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

## 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** [choose 1 2 or 3 if a full EQIA is to take place]

Effect on equality of opportunity and good relations **Rating 1, 2 or 3**

Social need **Rating 1, 2 or 3**

Effect on people’s daily lives **Rating 1, 2 or 3**

Relevance to a public authority’s functions **Rating 1, 2 or 3**

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?

If yes, please provide details.

No

## 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: [Conleth Sloan](#)  
Position/Job Title: [SPTO - Project Manager](#)  
Date: [01 June 2026](#)

Approved by: [Keith Cunningham](#)  
Position/Job Title: [PPTO – Project Sponsor](#)  
Date: [02 June 2026](#)

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.

### For Equality Team Completion:

Date Received: [27/02/2026](#)  
Amendments Requested: Yes / No [Yes](#)  
Date Returned to Business Area: [13/03/2026](#)  
Date Final Version Received / Agreed: [03/06/2026](#)  
Date Published on DfI's Section 75 webpage: [04/06/2026](#)